

No. 2831 VOL. VII.

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中華民國二十九年三月十一日

SHANGHAI, SUNDAY, APRIL 21, 1918

大正四年三月三日創刊

20 CENTS

## ALLIES WILL STRIKE AT STRATEGIC TIME, SAYS FRENCH CHIEF

No Cause For Worry Now,  
Is Assurance Given  
By General

## RESERVES TO TELL

Battle Will Be Decided By  
Superiority Of Numbers  
At Finish

## DECISION IN SIGHT

Allies Will Turn, With  
Americans' Help, When  
Enemy Is Exhausted

(Reuters Agency War Service)

London, April 18.—(Reuters' correspondents at French headquarters wires:)

I have interviewed one of the foremost French generals, who commanded during the great fighting mentioned on the 17th in which three French divisions help up 30 enemy divisions for ten days.

He declared without reservation that there was nothing disquieting in the present battle situation. On the contrary we had every ground for confidence both in Picardy and Flanders. Germany would continue to fling her weary divisions into the battle until the moment of exhaustion had arrived. The course of this battle, like all others, was essentially the same. Each side would continue to play blow and counter-blow, endeavoring by weight of numbers or superior skill to find weak points in the enemy's armor, each endeavoring to retain reserves sufficient to turn the scale when the decisive moment was reached.

## Decision In Sight

After four years we have only now got within sight of the decisive point. As the Germans have still got in France unused reserves and fresh divisions, the battle would proceed and the next shock must be expected as soon as the flood pouring in through the gap at Baileul towards Hazebrouck has been checked. The battle might continue a month or more but the enemy would be held until the enemy reserves had been exhausted and his numerical superiority worn down to vanishing point. Then our turn would come with the help of the American divisions.

He spoke with entire confidence with regard to the positions lost as announced in the British official communiqué issued yesterday evening and described them, after a rapid glance at the map, as one of the inevitable fluctuations of the front.

He expressed unbounded faith in the British army. During the retreat across the devastated region of the Somme, two British Army Corps operated under him and he spoke in terms of the warmest praise concerning their fighting spirit. Despite the tremendous battering they had received, he said that the British fought like madmen. He was specially grateful for the co-operation of the British artillery placed, without reservation, at his disposal. He concluded: "The Germans are consuming divisions at a rate that cannot last. We have used ours with painstaking economy. Nevertheless we hold the enemy."

Reuters' correspondent then analyzes the strength of the Germans. To begin with, the Germans possess about 240 divisions, but we must allow for the existence of others from their reserves. There are 300 divisions on the front in France and Belgium. 105 have already been engaged in the present offensive while 20 divisions in France are Landsturm men holding quiet sectors, principally in Vosges, which cannot be employed in Picardy and Flanders. It is certain the enemy has other entirely fresh divisions to use on our front and also divisions distributed on the Eastern fronts and, therefore, we must reckon for the appearance of another 70 divisions at enemy troops on our battlefield. At the present rate of consumption of German divisions, this will take about six weeks' fighting.

German Resigned To Heavy Losses  
The enemy began the battle prepared for very heavy losses, especially

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## Standard Oil Co. Adopts Novel Summer Schedule; No Work In Afternoons

Office Hours From 8 a.m. To 2 p.m. In New Daylight Saving Plan; Other Firms May Follow Similar Plan

A new and more comprehensive scheme of daylight saving than any which has been tried here to date will be ushered into effect tomorrow morning at the offices of the Standard Oil Co. when employees will come down to duty at 8 o'clock.

Under the new plan the Standard Oil workers will carry straight on through to 2 p.m. at which hour the offices will close for the day, thus placing practically the whole of the afternoon at the staff's disposal. The staff has come out strongly for the idea and there is likelihood that other big firms will adopt it shortly. At least two other American firms have intimated their intention to fall in line, one of them even proposing to go the S. O. one better by starting at 7 a.m. and closing at 1 p.m.

"The matter of adopting this scheme for a summer schedule was carefully gone into, taking into consideration the conditions here and looking toward the greatest personal convenience of our workers," said Mr. W. C. Sprague, Manager of the Standard Oil Co. here. "The plan is peculiarly adaptable in Shanghai and appealed immediately to our employees. It was submitted to them for approval and eighty-five percent of them came out intensely in favor of it. Of the rest, ten percent were doubtful, but quite willing to try it and be convinced and five percent were opposed to the idea."

"One unusual thing, we thought, in the response of our workers to the proposal, was the sudden and practically unanimous approval accorded it by our Chinese employees who were most heartily in favor of the early single session. Of course it means a saving for them in several ways, such as in the matter of ricksha fares and the like and that may have had something to do with their endorsement. But all of the other advantages of the scheme were quickly grasped by nearly all affected and there seems no doubt as to its ultimate justification of all expectations."

"Other firms," Mr. Sprague continued, "are also considering the establishment of a similar schedule of hours and if still others will give it a trial it seems quite probable that a good many may take it up as an established thing and we may get a regular system here which will meet with general approval."

"The Standard Oil Company have been pioneers here in the daylight saving idea and it will be remembered that they inaugurated the system of earlier hours for the summer seasons several years ago. A number of local firms have since taken up the practice, several new ones beginning this year."

## MILLION CHINESE FOR U. S. RED CROSS, IS PLAN

Society Of Constructive Endeavor Starts On Campaign For Big Results

A campaign to boost the membership of the American Red Cross Society among Chinese was formally launched yesterday at a dinner of the Society for Constructive Endeavor, following the report of Chairman C. T. Wang of the executive committee favoring the measure as an expression of sympathy by the Chinese towards the American people.

A million members can be added to American Red Cross roll through this movement it was confidently predicted. A committee of 100, including practically all the prominent Chinese business men in Shanghai, was appointed.

The work of the great drive will be distributed among the members of the committee and each of them has been assigned the task of interviewing certain groups of persons. Mr. Julian Arnold, the American Commercial Attache, has undertaken to approach all the American business concerns of this city with a view to getting compradors of the firms to co-operate.

Chairman Wang in a speech yesterday outlined the general plans of the work and emphasized the fact that the movement is not a counter measure to the work of the existing Chinese Red Cross in Shanghai, which is doing good work for its own people, but as a piece of humanitarian and constructive work, and the American Red Cross Society has been chosen only as an agency to carry out the work.

Besides conducting the campaign for patron, life, associate and junior membership, the society also aims to get the prominent and wealthy Chinese to contribute large sums to the Red Cross cause.

Yesterday's meeting was presided over by Mr. C. C. Nieh, chairman of the society.

Prof. E. A. Gilmore of the Wisconsin University Law School was a guest at the dinner.

## Turks Nearing Kars; Claim 3,000 Prisoners

Communique From Constantinople Reports Capture Of Another City

(Reuters Agency War Service)

London, April 19.—(By wireless).—A Turkish official communique reports:

We are approaching Kars. We have occupied Tachuruk-sujli. We took 500 officers and 2,500 men prisoners at Batum and also 150 guns.

## TUAN CHI-JUI LEAVES FOR HANKOW MEETING

Premier Goes To Take Part In Conference With Militants On War Against South

(CHINA PRESS OWN SERVICE)

Peking, April 20.—Premier Tuan Chi-jui left for Hankow this afternoon. (Additional telegrams from Peking last night stated that General Tuan Chi-jui was accompanied on his trip by the Vice-Ministers of Finance and Communications, as well as General King Yin-pang and Cho Tung-tung and a detachment of bodyguards. Members of the Cabinet were present at the railway station to see the Premier off.)

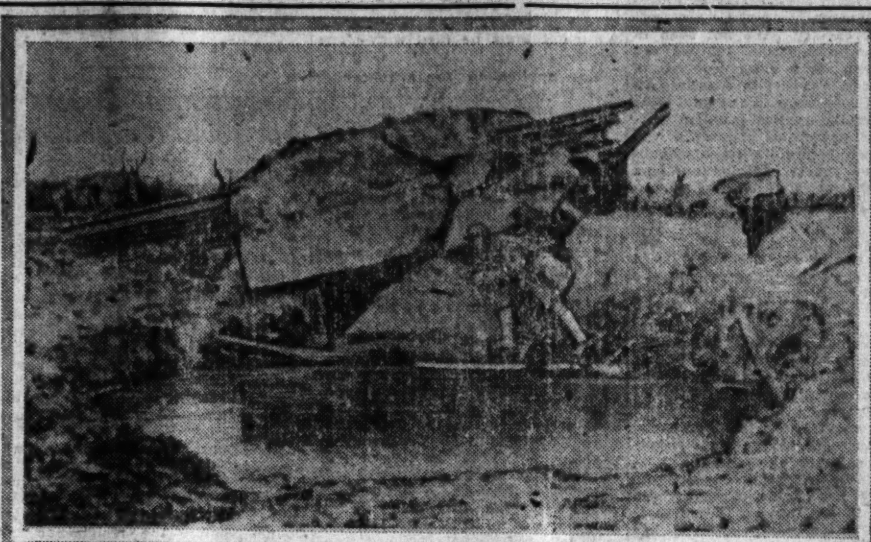
From Our Own Correspondent  
Peking, April 17.—The announcement that General Tuan, the Prime Minister, is about to take a trip to Hankow has not come altogether as a surprise. It is the logical sequel to the hurried patching up of the Peking Party that has taken place within the past few days, though it is expected that General Tuan will manage to kill two birds with one stone.

There can be little question that the Generals at the front have not shown all the activity that was expected of them. For a long time they were inactive because the counsels of Peking were divided. It was little use making advances one day, or trying to make them, and the next day, in obedience to half-hearted instructions from Peking, sitting still and allowing the enemy to do just as he thought fit. The commanders in the field were at one time said to be dithering with the southern generals, so slack did they appear to be. All this is to be altered. Not only is General Tuan going to Hankow but the generals themselves are to hold a conference at Hankow, at which General Tuan will be present, to discuss the whole future of the campaign against the south.

It appears that not the least important object to be discussed is finance. All the generals in the field are asking the Government to send them funds, but the Government is not too well provided. General Tuan is to stimulate his subordinates so that they will bring the campaign to a speedy conclusion; the constant drain of funds, month by month, is at last getting on the nerves of the Government. It is reckoned that the support of the armies in the field costs fifteen million dollars a month. To meet this expenditure trifling loans of ten million dollars every now and then are quite inadequate. Campaigns and costs are to be worked out together by the new conference, the Hankow Conference.

Incidentally, General Tuan will exert his utmost influence for the increased solidarity of the Peking Party, or at least of that section of it that he can regard as being personally loyal to himself. This goes without saying; but there are those who hold that to say that General Tuan is going to Hankow primarily in the interests of the campaign and then incidentally in those of the Peking Party is to put the cart before the horse.

## What Happened To One German Blockhouse



A blockhouse is a very effective defense against infantry attack, but once the heavy artillery gets the range the blockhouse is certain to disappear in a cloud of dust and smoke. This photograph shows what happened to one German blockhouse when the heavy French field pieces got the range.

## GERMAN NAVY MINISTER CONFIDENT ON U-BOATS

Submarinism Will Succeed Despite Effective Methods Of Allies, Says Von Capelle

(Reuters Agency War Service)

Amsterdam, April 18.—The German Minister of the Navy, Admiral von Capelle, speaking in the Reichstag, after condemning the Allied "robbery" of Dutch ships, expressed satisfaction with the results of submarine warfare and their replacement of the vessels sunk. Admiral von Capelle denied the stories of the unwillingness of submarine crews to put to sea, affirmed that the statements that the losses of submarines were extraordinarily heavy were greatly exaggerated and asserted that the new construction of submarines was surpassing losses. Submarines, both in quantity and quality, were rising.

Whether Great Britain could continue the naval war with prospects of success depended on whether her shipbuilding surpassed her losses.

He declared that any doubt concerning the final success of submarine warfare was unjustified. He admitted that the measures taken to combat submarines had attained a certain success; but it was not decisive success.

He alleged that there was a scarcity of steel in England, which would increase, and concluded with the assertion that the United States will never participate largely in the war owing to the shortage of shipping, which governed America's effort.

London, April 18.—The Admiralty has communicated to Reuters' Agency the following reply to the statement made by Admiral von Capelle in the Reichstag:

The figures quoted by Admiral von Capelle, from which the deductions as cables are drawn—are entirely misleading. Contrary to the fact which Admiral von Capelle states, that something over two million gross tons of shipping were built annually in the past ten years, including the Allied and enemy countries, the actual figures are 2,530,351 gross tons. Admiral von Capelle adds that the entire output today cannot be more, owing to difficulties connected with labor material. The actual world's output of shipping, excluding enemy countries, amounted to 2,703,000 gross tons, and the output is rising rapidly.

Admiral von Capelle tries to raise confusion with regard to the figures of three million and two million tons and the actual output last year. Everyone knows that no forecast was ever given that three million tons is the ultimate rate of production, which, as the First Lord of the Admiralty stated in the House of Commons, is well within the present and prospective capacity of the shipyards and marine engineering works of the United Kingdom.

The enemy still relies upon his exaggerated figures of the losses of shipping. The average loss of British ships last year, including ordinary marine risks, was 335,000 gross tons whereas Admiral von Capelle bases his arguments on an average loss from submarines alone of 600,000 tons a month. The figures for the last quarter, which ended on March 31, will be published shortly and will vindicate the statements made by the British Government with regard to the continuance of the drop in the rate of loss.

The first Lord of the Admiralty has already assured the House of Commons with regard to the adequacy of the supply of steel to give the desired output and at present all shipyards are fully supplied with steel.

## Six Days Are Left To Put Your Dollars Behind U. S. Troops

Subscriptions Coming In Slowly But Whirlwind Finish Is Looked For

(Reuters Agency War Service)

Yesterday being a short day, industrially speaking, and an irresistibly alluring day out-of-doors to boot, there was little business reported transacted in the local drive for subscriptions to the Third Liberty Loan.

There was a small boom in the bond sales at the American Post Office during the day, however. Postmaster Everett registering \$1,850 toward the winning of the war. On Friday, the first day, the Post Office extended loan accommodations, \$300 worth was taken. The office also sold \$1,500 worth of War Savings Stamps yesterday.

Yet, notwithstanding the call of the golf links and the motor roads, mobilization went on for the strenuous six-day stretch of campaigning which is to go "over the top" tomorrow morning. Between now and next Saturday it is expected that every American in town will have been reached by the volunteer committee, and that should mean a hefty total of dollars to be reported to Mr. McAdoo as Shanghai's contribution toward the \$3,000,000, or more, which is to help put the Kaiser out of business.

The biggest single amount subscribed yesterday is reported as \$1,000.

Circular letters urging the patriotic duty of subscribing to the third American war loan have been sent out, signed by Consul-General Sammons, to every American in Shanghai. Accompanying the letter is a leaflet explaining clearly the three methods of investment—cash in full, four payments and ten payments. Recipients of the letter and leaflet who answer its call and enter their subscriptions at the bank or Post Office are requested to fill out an attached blank form and send it to the American Consulate, thus rendering unnecessary a personal call by the Committee workers.

## British Take Prisoners In Raid On Austrians

Fighting In Air On Italian Front Brings Down Eleven Enemy Planes

(Reuters Agency War Service)

London, April 18.—An official despatch from British Headquarters in Italy reports:

The Manchester and South Staffordshire both carried out successful raids last night in which they killed thirty Austrians and took twenty-two prisoners. Our losses were very slight.

The fine weather yesterday resulted in much activity in the air, where there was heavy fighting. We carried out several long distance reconnaissances, destroyed eleven enemy machines and drove down another out of control. Our anti-aircraft guns brought down another enemy machine today. None of ours are missing.

## AMERICAN IS RELEASED BY SHANTUNG BANDITS

B.A.T. Salesman Prisoner Two Days; Is Unharmed; Cook And Interpreter Held

(Reuters Agency War Service)

Peking, April 20.—Mr. H. J. Love, of the B. A. T. Company, who was captured by bandits in Shantung, has been released. No details are known.

It is reported that on the 17th a considerable body of bandits in Honan held up a train on the Lung-Hai Railway between Kweitch and Tangshan and robbed the passengers, two of whom were killed and several wounded.

Mr. H. J. Love, salesman employed by the British-American Tobacco Company, was released by Shantung bandits late Friday afternoon, following action by American, British and Chinese officials, according to a telegram received at the Shanghai offices of the British-American Tobacco Company yesterday.

The American, who was held two days, was unharmed. A Chinese cook and interpreter, who were taken prisoners with Mr. Love, were held by the bandits. Upon receipt of the news of the capture, officials of the British-American Tobacco Company here notified the American Minister, British officials and the Chinese government.

Mr. Love has been employed by the B. A. T. a year and covered the southwest part of Shantung province. He and his party were taken prisoners 50 miles from Taining.

## VICEROY OF INDIA GOING TO ENGLAND

Will Make Trip With Mr. Montagu; Bengali Leaders Pledge Loyalty

(Reuters Agency War Service)

Simla, April 19.—The Viceroy has cancelled his tour and arrives here with Mr. Edwin Montagu, Secretary of State for India, when a conference will be held in connection with Mr. Lloyd George's appeal for increased war efforts.

Calcutta, April 18.—Surenranath Banerjee and other responsible Bengali leaders have notified the Viceroy of their readiness to make every sacrifice to guard the sacred soil of the Motherland of the Empire. They have circulated a representative Bengali advocating a modified conscription for the duration of the war.

## Man-Power Bill Passed And Given Royal Assent

Is Rushed Through House Of Lords With Minor Changes And Becomes Law

(Reuters Agency War Service)

London, April 19.—The Man-Power Bill passed all stages in the House of Lords today and received the Royal assent.

The only alteration in the Man-Power Bill made by the House of Lords and accepted by the Government and the House of Commons, was that all men exempted after April 30, except in the case of protected industries, must join the volunteers.

## GERMANS SWERVE TOWARD BETHUNE BUT ARE CHECKED

Drive Changes Front Suddenly But Fails To Find 'Weak Spot'

## LINE MORE SECURE

Hope Is Inspired Enemy Will Be Held In Present Positions

## FRENCH SUCCESS

Strike Blow East Of Avre, Taking Ground And Prisoners

(Reuters Agency War Service)

London, April 19.—The change of the front of the German attack to the region between Giverny and east of Robecq found no weak spot in the British resistance. There was only one point in the new battle-area where the enemy gained anything: namely, opposite the Hill of Hinges, where he succeeded in bridging the La Bassee Canal, but the only Germans who crossed came as prisoners.

This new German attack in the direction of Bethune is obviously intended to protect his flanks as he wishes to drive farther northwards. The enemy is trying to secure the La Bassee Canal with the object of safeguarding his troops around Hallen and simultaneously imperiling the British forces in the French coalfield near Bethune.

Generally speaking the British battle-line is more secure than it has been for days, justifying the belief that the enemy may be held in his present positions. The arrival of French support is regarded as being of great importance. They are described as splendid seasoned men and the sight of the long blue lines marching up the roads rejoiced the British, giving a fresh sense of security, and the news of the aggressive stroke delivered by the French south of Amiens has still further heartened the anxious watchers at home.

## Ypres Withdrawal Explained

The British withdrawal east of Ypres was due to the German advance from the south along the Valley of the Lys threatening the communications of the Ypres army. Thus the distance this army would have to retreat if the enemy looked like breaking through the line of heights extending from Cassel to Kemmel has been reduced.

As the result of yesterday's fighting the enemy looks less like breaking through than he did and, though the retirement in the Ypres sector is regrettable, still they are no nearer securing possession of the important heights between them and the coast. They have failed to get Giverny and are still no nearer Hazebrouck, the capture of which is necessary to the enemy's plans of turning the line of heights.

## Mount Kemmel Is Center

The struggle in the north centers before Mount Kemmel, a rugged wooded hill, the attacks on which have already cost the Germans very dear. Their masses, advancing in the open, are being mowed down. The enemy here is trying to break away beyond Meteren, west of Baileul. Although we have abandoned Meteren and Wytshate, the enemy's position is very uncomfortable. Meteren is merely a No Man's Land. The German outposts are unable to advance beyond the North side of the village.

It cannot be said that the general situation is less anxious but undoubtedly there is increasing confidence in the unity of command, the effects of which cannot be fully appreciated in these early stages of the series of great battles.

There is still expectation of a renewal of the German thrust towards Amiens and French correspondents speak of enormous concentrations of enemy troops between Arras and Amiens. Meanwhile the enemy propaganda is spreading broadcast among neutrals, reports of depression and war-weariness in the United Kingdom and the Dominions, which are strongly at variance with the real feeling here, and simultaneously conducting a cam-



pages of newspaper articles and speeches in Germany itself preaching the necessity for huge indemnities from the Western Powers in addition to annexations.

#### General Haig's Reports

Field Marshal Sir Douglas Haig reports this morning: We repulsed the hostile attacks which were reported to be in progress yesterday morning southward of Kemmel. Our artillery and machine-gun fire broke up attacks in the evening in the same locality.

The night was comparatively quiet on the whole British front, save for reciprocal artillery bombardments in the battle sectors.

Minor enterprises at different points yielded a few prisoners and machine-guns.

Regiments of six German divisions participated in the unsuccessful attacks yesterday in the Givenchy-St. Venant sector. The fighting at Givenchy, as elsewhere, ended in the complete repulse of the enemy, who after most determined and very costly assaults only secured a limited footing at one or two points in our more advanced defences.

Our artillery inflicted heavy casualties on the enemy before his attacks opened. The enemy's losses in the day's fighting were equally severe.

Field Marshal Sir Douglas Haig reported last evening:

There has been severe fighting on the greater part of the Lys battle-front.

Strong attacks followed the bombardment, which extended from the La Bassée Canal to the River Lys eastward of St. Venant, all of which were repulsed with extremely heavy losses to the enemy. We took over 200 prisoners.

The struggle was particularly fierce in the neighborhood of Givenchy, where determined efforts made by the enemy failed. The fighting here continues.

The enemy's artillery has been active on the whole of this front.

Further attacks developed later this morning southward of Kemmel but were repulsed.

A German official communique reports:

Following the retreating enemy, we captured Zonnebeke and drove the enemy back behind the Steenbrook.

A counter-thrust southward of Blankenfort Lake checked our forward movement.

We gained ground northward of the Lys.

We have taken over 2,500 prisoners during the last few days and numerous machine-guns.

A strong French thrust northward of Filirey failed with sanguinary losses.

The German official communique yesterday reported:

Strong French attacks northward of Moreuil broke down with sanguinary losses.

French Make Successful Attack.

Paris, April 19.—The official communique issued this afternoon reports: There has been a somewhat violent reciprocal bombardment in the region of Castel and Mailly-Rainval.

During the night we destroyed some machine-gun nests on the front of yesterday's attack, in which we have taken up to the present, 850 prisoners, including twenty officers.

We carried out a successful surprise attack north of Bezonvaux and brought back prisoners.

The official communique issued last evening reported:

This morning we attacked the enemy positions on both sides of the Aves on a front of four kilometers between Thennes and Mailly-Rainval.

We made appreciable progress east of the Aves, while on the west bank we carried the greater part of Sommeat Wood and advanced our lines to the outskirts of Bastia. Further south we reached the western slopes of the height which dominates the Aves.

We took 500 prisoners, including fifteen officers.

It is confirmed that the raid attempted by the enemy yesterday evening east of Courrières Wood was of a murderous character for the enemy. We found over forty German corpses and took twenty prisoners.

Enemy Has Fresh Reserves.

Reuter's correspondent at British headquarters wired yesterday:

The Germans this morning developed an attack on the long front between Givenchy and Robecq, pressing hard towards Givenchy. They are apparently drawing in fresh reserves.

In the course of this great battle more than 30 divisions of enemy troops have so far appeared and it is certain that the German High Command is exploiting every success by a most prodigious expenditure of man-power, without counting the cost.

In the great German attack yesterday our troops fought with heroic valor against tremendous numerical odds.

Our troops are fighting in the same irresistible manner in the battle between Givenchy and the Forest of Nieppe, which is now in progress.

For nearly a week the German gains in the battle of Flanders have been limited to a very small and thereby costly advance at certain points. If he measures the extent of his gains by the price he has paid, he certainly must be looking gloomily at the bold contours from Cassel to Messines, which he is practically bound to attempt to take.

We attempt to break through on

the Belgian front south of the Forest of Houthulst was probably inspired by the discovery of our withdrawal in the region of Passchendaele, and the consequent assumption that there would be some disorganization in this part of the line. The attack has been repeated today. The enemy is doubtless mollified by being defeated by about half his own number of Belgian troops.

The struggle during the past week has been more purely a battle of infantrymen than might be anticipated in such a war of movement. Apparently tanks, armored cars and cavalry have not been in action on either side and we are now down to a sheer contest of man-power, swaying in ceaseless attack and repulse, with the vital issue carried in the anxious problem whether our powers of endurance will wear down before the repeated rushes of vastly superior numbers before the decision is reached.

At the moment the prospect assuredly justifies confidence in this respect. The appearance of French battalions and batteries of 75's in the ranks of the Army which the Germans were counting upon cutting off from its Allies cannot be pleasing to the enemy.

The Germans are still to be found in difficulty in getting forward their batteries and maintaining their ammunition supplies to all parts of their advance, although they have heavy concentrations in other parts.

The figure of 105 enemy divisions given by Reuter's correspondent at French Headquarters in his message yesterday as having already been engaged in the present offensive is apparently a telegraphic error. It has been officially stated that 136 enemy divisions have participated in the battle from March 21 to April 13.

## GERMANS INVOLVED IN JAPANESE GRAFT CASES

Agents Of Tension Firms Paid Bribes For Which 23 Are Convicted

#### Reuter's Pacific Service

Osaka, April 19.—In the preliminary findings of the Fukuoka, Kyushu, case it is announced that the number of persons found guilty total twenty-three, including officials of the Government Iron Works at Yahata and prominent business men of Tokio and Osaka.

The preliminary findings of the court developed the fact that German Kultur played an important part because a Japanese official who was educated in Germany, German firms and their Japanese agencies were the chief factors in the scandal.

Dr. Tokiji Hagihara, the Chief of the Construction Department of the Yahata Ironworks, who is a steel expert trained in Germany, and his subordinates are alleged to have received bribes amounting to ¥200,000 from Takata and Co. and Okura and Co., who were the agents of the German machinery merchants in connection with the installation of German machinery.

Dr. Hagihara is also alleged to have received bribes from Siemens and Co. and Illies and Co.

Among the guilty parties are directors of Takata and Co. and Okura and Co.

## REHEARING GRANTED IN THE SHUN PAO CASE

Given On Condition Bond Be Put Up To Cover Damages

A rehearing of the Shun Pao case, in which a £12,500 judgment was given some time ago, is granted by a decision handed down on an application in the Mixed Court by Italian Assessor Ros and sent out to counsel by the Registrar yesterday. Provisional fulfillment of the judgment or security for its fulfillment must be filed within one week.

The application for a rehearing was made by Mr. W. A. C. Platt who became counsel for the defendants, See Kia-shu and Chen Chin-han, following the disbarment of Messrs. Fleming and Rose by the Italian Assessor.

The basic points of Mr. Platt's application and the court's decision follow:

This is an application for a rehearing of the above case on the following grounds:

(1) That the finding of the court that the whole of the purchase money had not been paid was against the weight of the evidence.

(2) That the stipulations contained in clause 8 of the Principal Agreement are in the nature of a penalty from which the defendants were entitled to be relieved on payment of the balance (if any), of the purchase money with interest.

(3) That the sum of £12,500 was greater than the value of the property sold or originally assigned and delivered.

(4) That the amount of the damages was excessive.

The court cannot allow the first two grounds mentioned in the application. These points, if at all, should have been raised by way of appeal. Moreover, with reference to the first point, it can scarcely be questioned of weight of evidence when defendant's evidence was found by the court to have been untruthful.

With reference to the second point, the court held and holds that the loss of one half of the purchase money to be borne by defendants in case of restitution of the paper in consequence of a breach of contract was in the nature of estimated damages, which included also a substantial amount of outstanding credits of the paper which defendants took over, as well as compensation for the use of the paper in the meanwhile. Moreover, as rightly remarked by plaintiffs, he who seeks equity has to come to court with clean hands himself.

With reference to the other two points the court has to say that the reason why the £12,500 were awarded alternative damages was that such amount was alleged by defendant himself as the value of the paper as represented in an option offered in 1915 to a German firm for the purchase of the paper; the court took the plaintiff's statement of the value confirmed by the option given and not contradicted at the time by defendant as the incontroverted value of the paper.

The value given by defendant in his testimony is now disputed by him.

Notwithstanding the apparent contradiction, the court is inclined to allow the defendant to prove that the said value is excessive and incorrect, subject to the right of rebuttal or answer by the plaintiff.

This however shall be done on conditions.

Our rules provide that in case of appeals the court may order either the provisional fulfillment of the judgment or security for its fulfillment as a condition upon which the appeal is granted.

The court sees no reason why the same rule should not be followed in this instance, as it has been done in other similar ones, and the rehearing, as above, on the question of damages, is granted subject to defendant filing within one week from date a proper bond for the fulfillment of such judgment as may be rendered on the re-hearing. And it is so ordered.

## Disagreement Causes Air Board Resignations

Bonar Law Says It Is Impossible To Discuss Differences Publicly

#### (Reuter's Agency War Service)

London, April 18.—In the House of Commons this afternoon Mr. A. Bonar Law announced that Lieutenant General Sir David Henderson, the Vice-President of the Air Council, has tendered his resignation on the ground that he will be unable to work with the new Chief of the Air Staff.

Mr. Bonar Law also stated that the War Cabinet considered the differences in policy between Major-General Trenchard and Lord Rothermere, the President of the Air Council, before the resignation of the former was accepted. The question could not be discussed publicly.

#### U. S. RED CROSS TEA

Cold drinks, ice cream and cake will be served at the American Women's Exchange Tea Wednesday afternoon, when the following ladies will serve: Mrs. Zanki, Mrs. Coleman, Mrs. McCloskey, Mrs. Bunn and Mrs. Seeman. The entire proceeds will be given to the American Red Cross.

Yesterday a successful tea was held at the Exchange and a goodly sum was realised for Red Cross work here. The following ladies were in charge: Mrs. Little, Mrs. McKee, Mrs. McCloskey, Mrs. M. L. Heen, Miss Graves and Miss Blair.

## Wooden Ship Built At Hongkong Yards

An ocean-going wooden ship, 190 feet long and 32 feet in width, is now nearing completion at the Kwong Tak Cheong yard, and is expected to be ready by about June. Captain Cornelissen, the ex-Captain of the s.s. Hongkong, which was wrecked and was recently sold by auction, is, we understand, to be the skipper of the wooden vessel.

At the shipyard may also be noticed a large junk which is being enlarged and converted into a motor junk with two propellers and installed with two motors. We believe there is only one junk so adapted at the present time trading in Hongkong waters—a small one belonging to the Asiatic Petroleum Co.

## ALLIES' DUTY TO HEAL 'WOUNDS OF BELGIUM'

Britain And America Must Make Amends For Tortures Of Germany, Says Balfour

#### (Reuter's Agency War Service)

London, April 18.—Mr. A. J. Balfour, Secretary of State for Foreign Affairs, speaking at a dinner given to the Anglo-Belgian commerce delegates, said that despite the infamous treatment of Belgium by Germany in the early days of the war, which will ever more be an indelible blot on German history, what is not equally well known and ought to be known is the treatment to which Germany has deliberately subjected Belgium during her occupation of that country. Her system of slow torture was ever more horrible than the outrages of the invading army, although perhaps less dramatic than the first outrages which made the blood of the civilised world run cold.

The Germans have set themselves to ruin the trade, manufacture and capacity thereof of the friendly neighbor whom they were bound by treaty to protect. Germany declared with rejoicing that if peace should come tomorrow it would be many months, at the lowest estimate, before Belgian intelligence, capital, industry and enterprise could again interfere with her German rivals.

Further, in a most cold-blooded fashion, they have stripped Belgium of everything in the way of plant, raw material and the machinery of production on which industry depends. Belgium was among the leading nations of Europe with regard to mining and other industries and manufactures, and nothing exceeded the cynicism with which this operation was carried out, which inflicted a far deeper and more difficult injury to heal than the destruction of her agricultural prosperity.

It was the business of the Allies to remedy this gross wrong and Great Britain and America would do their utmost in that connection.

## Ostend Is Bombarded By British Monitors

Destroyers Capture And Sank Three German Trawlers In Heligoland Bight

#### (Reuter's Agency War Service)

London, April 18.—The Admiralty issues the following communique:

On Wednesday night British monitors bombarded Ostend and the batteries in the vicinity. Owing to the bad weather it has not yet been possible to obtain accurate information of the results of the bombardment. The enemy batteries replied, without hitting our ships.

Yesterday morning one or two enemy destroyers fired in the direction of Adinkerke and then retired quickly.

On March 28 our destroyers, during a sweep into Heligoland Bight, captured and sank three armed outposts trawlers and captured the crews, consisting of three officers and 69 men. We had no casualties.

#### Chopin Recital

The Chopin recital by Mr. Alfred Mirovitch which had been postponed from Tuesday took place at the Olympic last night before a large audience, whose most sanguine expectations were exceeded. The recital without a doubt was a rare musical treat from beginning to end.

Mr. Mirovitch was in excellent fettle and enhanced by his playing last night the fine reputation he has justly earned in Shanghai as a first class musical artist. He ran through the entire gamut of Chopin music and with a delicate sense of artistry whose appeal was irresistible.

The intense strain involved in nearly three hours' almost continuous playing can be better imagined than described, yet Mr. Mirovitch generously conceded encores in response to the clamorous demands of the audience.

The recital was fittingly brought to a close by the playing of Chopin's Sonata B-flat Minor with the Funeral March, interpreted in a manner that Shanghai has come to associate with Mr. Mirovitch more need not be said.

## American Experts To Give Rail Advice

General Horvath, Co-Director of the Chinese Eastern Railway, has invited 150 railway experts from America to improve the said railway. The American method of transportation will soon be adopted by the Railway. This has been explained to the officials of the railway. The action of the General is based on the agreement between the Provisional Government of Russia and the American representatives.

## No Household

can be really happy if any of its members are ailing. Sound health in a family is a boon priceless beyond words, and without it, peace and felicity are practically impossible. Much illness is positively unnecessary and is occasioned chiefly by neglect. Much anxiety given up this evening to ease and ease in, therefore, avoidable. It is of the utmost importance that a reliable remedy should always be at hand to relieve the earliest symptoms of indisposition. Beecham's Pills are an excellent household medicine—safe to take and sure in their curative results. No home

#### Should Be Without

them. They exercise a beneficial effect upon the liver, stomach, kidneys and bowels. They also cleanse the blood, and in time, they remove most of the ailments connected with these important organs. Attacks of biliousness, constipation, flatulence, headache, dizziness and other disorders of the digestive system are speedily dispelled by

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If fathers and mothers have savings accounts, their young sons and daughters who are earning money will catch the spirit of economy and also save.

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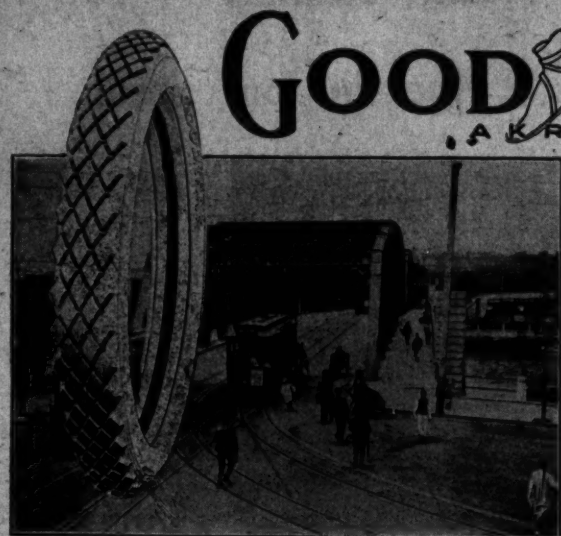
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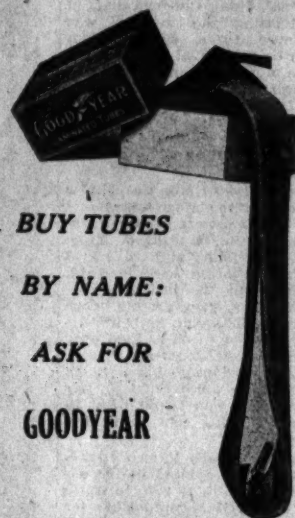
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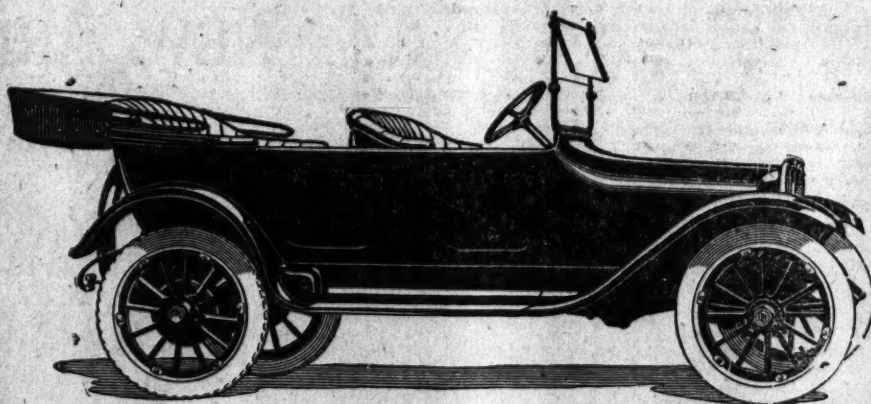
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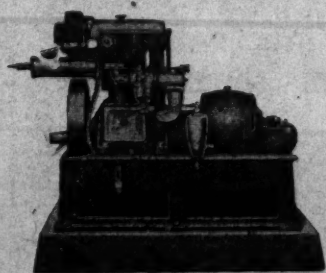
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## SUNG CHIAO-JEN CASE IS FINALLY CLOSED

Hong Chi-tsu Sent To Peking  
To Stand Trial In Famous  
Murder Case

The last echoes of the murder of Mr. Sung Chiao-jen, the Minister of Agriculture and Forestry, was heard in the Mixed Court yesterday when an ex-official, Hong Chi-tsu, charged with instigating the murder, was handed over to a deputy from Peking to be extradited from Shanghai. The order was made several months ago, but owing to a dispute over the question whether the accused should be handed over to the local Chinese authorities or to Peking the execution of the order was delayed.

The extradition of Hong concludes perhaps one of the most sensational chapters in Shanghai's criminal history. The victim, a rival of Yuan Shih-k'ai, was shot and killed at the S. N. R. Station here in 1913, supposedly upon the instigation of Yuan himself. Two arrests were made later in Shanghai, both prisoners being ordered to be handed over to the Chinese authorities. One of them died suspiciously in a military prison in the Shanghai native city while the other was found dead in a train while being sent to Peking for trial.

Hong was generally known at that time to have had a hand in the assassination, but his residence in Tsingtao rendered it impossible for the authorities to get at him. However, upon the seizure of that port by the Japanese, he disappeared from the port.

Last summer a man was brought up at the Mixed Court for a civil claim filed by a German. This man was alleged by the family of the victim to be Hong and after many lengthy sessions, he was ordered to be handed over to the Chinese authorities.

## U. S. COURT WILL SETTLE DEAD SEAMEN'S ESTATES

Authority Over Possessions Of  
American Seamen Dying Here  
Taken From Consular Court

Authority regarding the settlement of estates of American seamen dying in China, previously vested in courts in the United States, will be exercised by the United States District Court for China, as a result of a decision written by Judge Charles S. Lobingier after hearing the final report of the Consular Court for the district of Shanghai in the settlement of the estate of Patrick J. Corrigan, an American seaman who died in Shanghai, February last.

The sale of the estate of the deceased was ordered by the Consular Court and the entire assets realized from the estate must be forwarded to the United States court as the result of Judge Lobingier's decision. The action of the Consular Court in the case will be treated as having been taken "in behalf and under the direction of the United States Court for China."

This procedure will not be allowed in future cases.

Mr. Corrigan died on board the Steamer Rosewood, as the result of a fall following an altercation with the captain of the steamer.

## Problems Of Chinese Christian Churches Discussed At Meeting

Ancestor Worship, Marriage  
And Burial Services Are  
Questions Considered

The China Continuation Committee is holding its sixth annual session in the Lecture Hall of the Union Church, Shanghai. About 67 per cent of the membership is in attendance.

After organization, time was taken to draw the attention of the Committee to the relation of mission work to present world problems. It was pointed out that present world conditions require new ideals and a new program of Christian work in China commensurate with the opportunities and the importance of the field. It was pointed out that the three critical centers of the world at this time are Russia, the Western front, and China.

The interest of the session held on Friday afternoon centered in the report of the special committee on the Chinese church. This report dealt with the problems of ancestral worship and the proper commemoration of ancestors, as related to the Chinese Christian church. While the report showed a tendency on the part of Christians to destroy ancestral tablets, it was quite evident that this question is still a vital and unsettled one; hence it was decided to continue the investigation of it with a view to discovering more definitely the attitude of the Chinese Christian church thereon. The report also showed that attempts are being made to discover the principles that shall guide in the celebration, by Chinese Christians, of marriage and burial services. It was the sense of the meeting, furthermore, that the problems arising out of ancestral worship are generally prominent in mission work. The important investigation which has thus begun should produce definite and concrete results in the near future.

One of the interesting features of the meetings is the statistical charts hung around the room, showing the relative strength and the location of the various Christian bodies in China. One specially significant chart is that on the "Christian Occupation of China," which shows the relative strength of Christianity in the various provinces. From this chart it is seen that in proportion to its population Fukien is better occupied from the Christian point of view than any other province. From this chart it is seen

## Fully Equipped American Soldiers



Two American fighters "over there" well fixed for a long hike. The men are about to start, fully equipped, on a long march from a French seaport to their training camp. Both have bought a loaf of war bread for use on the hike, and hit upon a novel plan of carrying the round loaves. (Readers of this newspaper who wish a photographic copy of this picture may obtain it by sending ten cents to the Division of Pictures, Committee on Public Information, Washington, D. C. Enclose this clipping).

## News Briefs

Christianity is strongest on the coast and weakest in the western provinces.

From these charts it was shown, furthermore, that of the Chinese staff employed in connection with Christian Mission work 49 percent is engaged in evangelistic work, 43 percent in educational work and 8 percent in medical work.

The present status of union in higher education is indicated by the following facts: of students in theological schools 86 percent are in school conducted under union auspices; of students in Mission colleges there are also 86 percent in union institutions; but of the students in normal and training schools 88 percent are in denominational schools, and of the students in middle schools 93 percent are in denominational schools. These facts show that co-operation in higher education has gone farther in connection with theological schools and colleges than in schools of lower grade.

## Chinese Y.W.C.A. Girls Give Demonstration

Young Women Training As  
Teachers Of Physical Education  
In Fine Program

Girls of the Normal School of Physical Education of the Chinese Young Women's Christian Association here gave a demonstration of the work of the School before a mixed gathering of 200 Chinese and foreign friends last Friday.

The program consisted of ten numbers which were very representative of the work the girls are getting in their training and included gymnastics with light and heavy apparatus work, Chinese boxing, folk dancing and aesthetic work.

Only those who have been residents for many years in China and the Chinese themselves can fully realize what a huge advance in the development of China's young women, showed in the achievement. The liberty of muscular movement combined with precision and quick action; the lightness, grace and above all the animation which was expressed was such as to open eyes to the still greater possibilities which the future holds in this work, not only for the girls in the Physical School, but for many others in other parts of the country.

One feature which did not appear on the program was the spirit of joy in the work they were doing, which showed so clearly in the faces of the girls, and whereas the work was not perfect when judged by the standards of a westerner's ideal, it showed hard work and the overcoming of difficulties hard to appreciate by those who have known freedom all their lives.

The young women are training as teachers of physical education for future work among the girls of China.

## ROADS MORE EFFICIENT UNDER U. S. CONTROL

Railway Official at Home Writes  
Government Management  
Had Become Necessary

The efficiency brought about through government control of railroads in the United States is described in a letter received by Consul-General Thomas Sammons from a prominent railway official in the homeland. Excerpts from the communication follow:

"The American railway situation is rather strenuous at this time. We are going through a process of evolution which is bringing about a great many changes. Government control was absolutely necessary, at least during the war period, and I feel that when the Washington authorities get everything shaped up, we are going to have a much more efficient system of transportation. Perhaps some of the old, wasteful and luxurious accommodations of travel may be materially reduced, and there may not be the same variety of trains running between large commercial centers, such as Chicago-St. Paul and Chicago-St. Louis, as there has been in the past. I can frankly say that there has been no necessity for this. Competition has driven railroads to provide more equipment than is necessary to handle the business. This of course is a waste of money and motive power and should be done away with, and the only way it could be eliminated was through Government control.

"As a general proposition the country is very prosperous, particularly the Pacific coast with all its shipbuilding works. The outlook for next year's crop is very encouraging. I don't believe we ever had better prospects for a big wheat yield than there is at the present time. This, you will realize, is very essential to placing us in shape to help our allies."

## LEMOS GIVES TESTIMONY

Appears In Connection With Share  
Forgery Charges

Leopoldo Lemos, one of the three Portuguese extradited from Japan, testified before Portuguese Consul-General Jorge R. d'Oliveira yesterday and witnesses will be heard every day this week. Mr. Lemos is held as a witness in the cases against J. L. Carneiro and R. P. Carneiro as well as being a co-defendant with the other two men.

The preliminary hearing for Carlos E. Carneiro and Francisco E. Carneiro, charged with assault on the Portuguese Consul-General with intent to kill, will be resumed before Vice-Consul A. M. da Silva. The men will probably be sent to Macao the latter part of this week.

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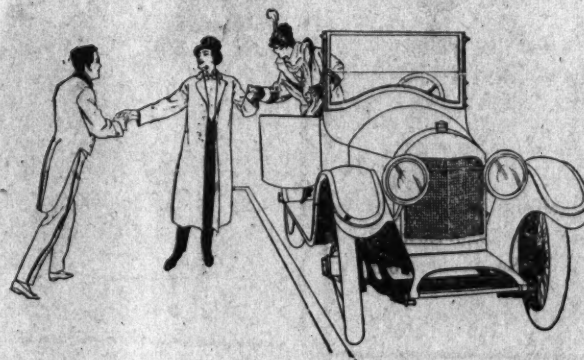
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IF THE ALLIES LOSE



Ad Art  
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## OFFENSIVE IS STIMULUS TO LIBERTY LOAN IN U.S.

First Week's Subscriptions Exceed Record Of Two Previous Issues

Reuter's Pacific Service  
Peking, April 16.—The following telegrams received by wireless from San Diego, Cal., have been handed to Reuter's Agency by the American Legation:

Washington.—More than 1,000 communities report have exceeded their allotments for the Third Liberty Loan. The first week's subscriptions are nearly double the subscriptions for the same period in the previous loan. The total officially reported by the Banks is about \$3,000,000 dollars. Other sources have not been tabulated. Various cities report totals of from two to ten times their quotas. Campaign managers warn against over optimism. Note is made of the large number of citizens of foreign blood who are subscribing largely. The European battle is a great stimulus as Americans generally believe that their money and troops will decide in the winning of the war.

The arrival of General Pershing's men to reinforce the British and French is regarded as timely in checking the German effort to break through to the Channel ports. The success of the Americans in the first all day fighting in the Toul sector confirms the view that the American troops are ready for an effective and creditable part in the decisive conflict. 86 Germans were captured but the Americans lost none. Correspondents cable the French officers' praise for the conduct of American troops and the accuracy of their artillery. German prisoners have disclosed that the new attack was to avenge the severe defeat of Wednesday.

American naval units overseas are hoping it is true that the German fleet is preparing for a sortie and risking a great sea battle. Secretary of the Navy Daniels in a recent statement shows that all branches of the U. S. navy are now represented abroad for a grapple to a finish.

San Francisco.—The national demand for the removal of German traces from the United States is spreading rapidly, and is taking definite forms with the view to permanence. The Convention of California school principals voted unanimously for abolishing German in state public schools, also for the revision of all books commending German "kultur." Similar action has previously been taken by hundreds of cities, towns and counties in other states.

More than 100 tons of silver bullion valued at \$250,000 was recently

Busy? Well, Slightly



MISS SUE DORSEY

Miss Sue Dorsey, who was recently described by Rear Admiral Samuel McGowan as "the most valuable woman in the Government service." To deserve this complimentary title Miss Dorsey only has to keep daily track of the whereabouts and activities of 1,500 pay officers of the navy and assign them to various ships and stations.

shipped in one day to China from a Pacific port.

The United States Shipping Board has contracted for ten steel freight steamers each of 8,800 tons at a cost of \$175,000 to be built at another Pacific port where the same company has already delivered five steamers since January 1.

Measures to obtain wheat in the Western states for shipment overseas are daily becoming more stringent. The stored stocks of farmers in North Dakota have been ordered to be seized and shipped. The great overland railways between Chicago and the Pacific Coast order that all wheat products be barred from their dining cars and restaurants, action which most hotels have already taken. Starting from today the nation's bakeries must use 25 percent of wheat substitutes in breads instead of 20 percent as heretofore. There is no national complaint at the deprivations, but rather rejoicings at the food administration.

## Notes From Our Exchanges

The Earl of Denbigh tells a good war story. A friend of his, he says, took prisoner an elderly German officer who was very nasty about it, and remarked that he could console himself by the thought that his officer son was killing "twenty pigs of Englishmen a day." When the captive arrived at Southampton a cheery voice came from the quay. "Hallo, father! Have they got you too?"

All intelligent Russians not connected with Bolshevism are remorseful over the Russian desertion which brought on the intensification of the German offensive on the western front. The journal Nislo Naroda says:

"The destiny of Russia, as well as England and France, is being decided, but the Russian revolution is powerless to extinguish the flames of the world war. Its crimes and mistakes have tightened the noose in which tormented humanity is struggling. Now, when the last act of the tragedy is beginning, we are obliged to look on as impotent observers."

M. Thomas is ruddy, jovial, bluff, and bearded as King Hal, on laughing terms with all the world and his wife, a philosopher of the Rabelais school. M. Clemenceau is a bustling, shrewd, little old man with a chronically cynical yet unkindly sneer, who regards Socialism as a parcel of illusions. He beams on Socialists with a smile, amused but sympathetic, much as Voltaire smiled on Fanigons—Mr. A. M. Thompson of The Clarion.

Der Morgan, a daily, published in the Austrian capital, has just printed an open letter to Simplicissimus, the Munich weekly, once a democratic organ and now on the side of the Junkers, which recalls the palmy days of Eatans will. Says the Morgenpost:—"You with your Teutonic swine face have inscribed on your banner the legend: 'For God, Kaiser and Empire.' Who is this God of yours? A God of hatred, of devilish cruelty and grinning malice. Who is that Kaiser? An epileptic, a moral decadent. What is your empire? A

### WHY TAKE SALTS

or other disagreeable gripping purgatives, when Pinkettes, the dainty little gentle-as-nature laxatives, do all that is necessary.



dispel constipation, biliousness, sick headaches, liverishness, clear the complexion and purify the blood.

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band of shouting, medieval bullies. This is the sort of Germanism for which you stand today, dear Simplicissimus—a Germanism so rotten that the stench of it threatens to poison the atmosphere of Europe and of the world." As an expression of one ally's opinion of another, such frankness is illuminating.

A contributor, writing to The Motor on the Americanisation of England, says:—"The better understanding of Americans has brought about a new spirit in our manufacturing circles. The old English methods are wearing off. Even in the offices of motor businesses you see the development of Americanisation. One place I went into last week had a startling placard prominently displayed, announcing as follows:—

### Work Like

Helen B. Happy

The Osaka Mainichi describes the speech of President Wilson as an embodiment of justice and the finest flower of lofty idealism. But these attributes are not enough, in the opinion of the Mainichi, to deal with Germany. Military strength is the only means by which to crush that ambitious nation and President Wilson seems to have realised this. There can be no doubt that his stirring words will arouse the military ardor of the American people. The editor pays a high tribute to the action of America in entering the war and says that she has

helped the Allies and also herself. This latter consideration gives the editor pause. He says that Asia will henceforth be in between two nations of great military strength and those nations which are in Asia should study the meaning of the President's address very carefully.

Japan is justly famous for acts of politeness and courtesy. The latest example is one recorded by the Mainichi, which states that Mr. Goto Masao, the aviator, who recently made a single flight from Tokio to Osaka, gave out that the distance covered was only 230 miles, whereas it is really over 300. This was not merely personal modesty on Mr. Goto's part. The fact is, Japanese aviators have not yet made any particularly notable distance flights, and no military aviator has yet flown more than 230 miles without coming back to the land. It would never do to hurt the amour propre of aviation officers; hence Mr. Goto's depreciation of his own excellent performance. For the same reason, the Osaka paper tells us, Mr. Goto has abandoned his intention to fly from Japan to Korea. Such a flight would be notable from its sea passage rather than its actual length, and as no naval aviator has yet flown across, it would be immodest in a civilian to do so. It is a pity that pioneer effort should be baulked in this way, however. It might be got over by making the simple announcement that a flight had been made between "two points in Japan," or, more easily still, by giving Mr. Goto an honorary commission.—Japan Chronicle.

## What The Critics Say Of Sykora

"If Godowsky is the Richard Strauss of the piano, Bogumil Sykora is the Godowsky of the violinello. The technical audacity and brilliancy of the playing of this Russian virtuoso border upon the miraculous. He is not afraid, as most cellists seem to be, of the composition of Piatl, the Paganini of the violinello, whose D minor concerto was on his program yesterday. But it was in his own Variation in D major that Mr. Sykora achieved the impossible, playing runs in double stops at top speed which would tax the skill of a violinist, and doing other tricks in harmonics, simultaneous arco and pizzicato of which ordinary players would no more dare to try, than they would attempt to climb the Woolworth building on the outside. His intonation was pure, and always his tone was rich, and his bowing expressive. He is a virtuoso of the first rank.—New York Evening Post.

"A new Cellist made his American debut yesterday in Carnegie Hall and succeeded in adding one more name to the list of real musical artists now sojourning on our shores. The new name is Bogumil Sykora. He is real

master of his instrument, possessed of a technique at once firm and elastic, a tone of great richness which he controlled with great delicacy.—New York Tribune.

"Fable Casals long ago admitted that he was the foremost cellist in the world. It is evident that Mr. Casals never had the pleasure of listening to Bogumil Sykora. As an unbiased listener, he would have to admit that Mr. Sykora was entitled to that distinction. Mr. Sykora has all the technical and all the musical ability of Mr. Casals and then quite a bit more, the principal difference lying in the fact that the Russian virtuoso recognises the fact that the cello belongs to the masculine gender, while Mr. Casals seems strangely convinced that his favorite instrument is lady like.—Musical Courier.

"Sykora is a pendant of Kubelik. When he plays double stops and harmonics one can not distinguish whether his instrument is a violin or a cello. He had shown us not only well known virtuosity but such as never been heard before from this instrument.—Novoye Vremya, Petrograd, February 10, 1911.

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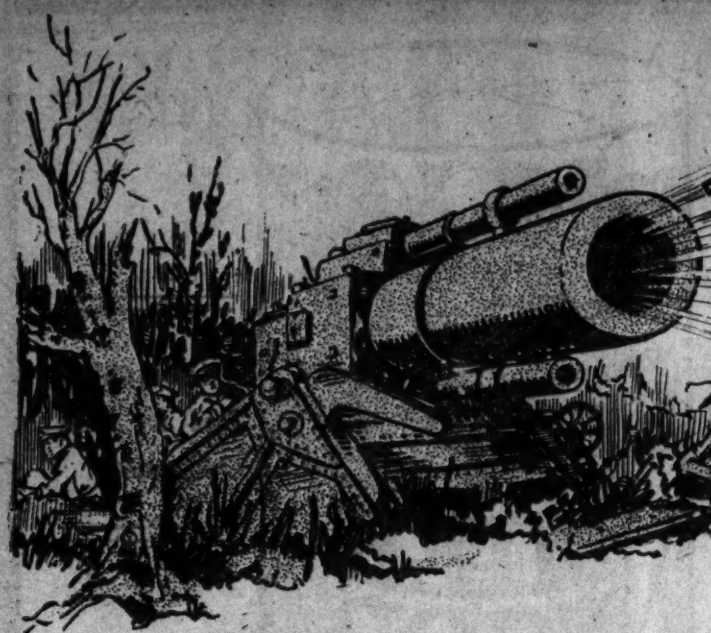
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## SPURS UP BUILDERS OF WOODEN SHIPS

Board Authorises Southern  
Yards To Use Small Timber,  
Available In Quantities

### MUST EMPLOY MORE MEN

Heyworth Says 500 Can Be Used  
On One Vessel—Designing  
New Type Of Ship

Washington, March 13.—Renewed efforts to hasten the wooden ship-building program were launched today by the Shipping Board.

After an announcement that authority had been given to Southern yards to use smaller timbers in ship frames, thereby obviating the necessity for bringing large timbers from the Pacific Coast, a circular letter to all wooden shipbuilders was made public by James O. Heyworth, manager of the division of wooden ship construction, in which he called for new methods of building by which more men could be employed simultaneously on each ship.

"This is no time to work on the old basis for wooden ship construction," the letter said. "The country needs ships more than anything else. We must have them. Production must be speeded up. Real co-operation between the shipbuilders of each district can double our production in the next six months."

Surveys of the timber resources available for ship building are being made on the Pacific Coast and will be commenced in the South at once by John H. Kirby of Houston, Texas. Through these inquiries the Shipping Board expects to eliminate the delays due to inaccurate estimates by lumbermen.

The order permitting the use of smaller timbers follows urgent protests from Southern pine growers, who have contended that they have plenty of lumber of sufficient size and that the card's insistence upon the big timbers required by the original specifications for the Ferris type of vessels was unnecessarily holding up the building program.

Mr. Heyworth's letter called attention to the wide difference in the number of men employed on a ship at one time by different yards. While some yards work 400 men, others work as few as 125, progress being correspondingly slow.

"In the Ferris standard type ship," the letter said, "the plans are so accurate that much of the wood work can be done with safety by sawing to the exact dimensions. We have records of yards where they have put as high as 500 men on a ship to advantage in one yard that has recently brought up delay over two months. Shipbuilders in each district should form an association and meet at least once in every two weeks. Remember, that a week now is equal to one month in ordinary times. The meeting should be to illustrate by photographs and drawings, or papers, or brief talks, the advantages certain yards are obtaining by their methods of construction. A general comparison can be made to show how many of the yards are being operated along better lines than other yards. It is your duty to the soldiers abroad to take the utmost advantage of this fact and act accordingly."

"This division is developing engineers, traveling, principally for the purpose of arriving at how the yards are doing at best. Co-operation with these engineers will help, but real co-operation between the shipbuilders of each district, worked out in a proper manner, can double our production in the next six months."

Architects of the Shipping Board are now designing a modified Ferris type ship, contracts for 150 of which will be awarded to Gulf Coast builders as soon as ways are available. Southern pine manufacturers, in conference with officials of the board today, pledged the industry to produce timbers for at least 300 of the modified Ferris ships a year in addition to schedules on which the mills are now working.

The new plans call for frame timbers of a maximum width of twenty-four inches instead of thirty-four inches as required by the original specifications. Pacific Coast yards will continue to use the original design, as the larger timbers are plentiful there.

Representatives of the Southern Pine Association said the change promised to speed up the building program tremendously. Mr. Kirby, who is to conduct the survey in the South from headquarters in New Orleans, is Vice President of the association.

### AGREED

"I'd rather drive than eat!" exclaimed the motor fan.

"But what does your wife say about it?"

"Oh, she'd rather ride than cook, so we get along fine."—*Milestone.*

## Staff Officers In Charge Of An American Trench



American staff officers in charge of a trench manned by our boys, in the Lorraine sector.

## Deplores U. S. Interference In Mobilisation To Siberia

By Not Interfering, England, France And Italy Have  
Won Regard Of All Japanese, Writes Dr.  
Miyake, Magazine Editor

Tokio, April 12.—The following excerpt from an article on "International Conflict of Sentiment and Interest" written by Dr. Miyake, a celebrated author and the editor of the Nippon and Nipponjin, appears in the current issue of the magazine:

"When the American declaration of war was first reported, the world did not take it seriously. The world regarded it as an echo across a river so to speak, and it was not until American preparations became evident that we began to consider the intention of America as genuine."

"Even now we think that America is not as serious as England and much less so than France. If France is defeated, England will feel the danger of her own national existence very much more keenly than she does now. The fate of England in this war is knit with the destiny of France. She is bound to support France to the best of her ability. But it is not so with America. If this war will ever end in the defeat of the Allies, America will probably not be able to make good the cost of her preparations. But that is all her loss. There is not the remotest possibility that Germany will invade America or in any way seriously jeopardize her national existence. America can afford to look at the whole situation from the vantage ground peculiar to her position. She will never be committed in the war so irrevocably as England and France are. Even if she send 1,500,000 soldiers by the end of this war as expected, the number is very much less than that of France or England."

### Looks On With Deliberation

"As to the amount of her expenditure in this war, America has perhaps a risk greater than any other country, but compared with what she has gained by the war it is by no means a blow to her financial resources. Under such circumstances it is no wonder that America still looks at the development of the situation on the other side of the Atlantic with the same deliberation as she does on the other side of the Pacific. With her the question to free Europe from the domination of Germany is not quite so important as the question of how to adjust her own interest with the probable development of the whole world conditions after this war."

"This is why America is opposed

to Japanese mobilisation to Siberia. America would like to have this country mobilise to Europe, for she is certain that Japan thereby only contributes to the common interest of the Allies without in the least improving her own situation in the international politics of the future."

"But America is anxious not to let Japan get the upperhand in the control of the situation in the East, because America herself has ambitions in this direction. Before the war, her interest in the East was mainly concerned with the expansion of her influence to China through the Philippines, but since the Russian Revolution she has found a new line of expansion of her influence, that is from Alaska to Siberia and Manchuria. This is the reason why while Italy, France and England are putting all their efforts in the western front and are apparently unconcerned with what Japan may or may not do in Siberia, America alone divides her attention to this direction."

"With this terrible war before her she is still in the position to consider calmly and deliberately how to increase her own influence in the future politics of the world."

"Whenever we meditate upon this position of America, we can't help being sorry for France and Italy, which, whatever their original motive might have been in this war, have now nothing else to consider but the defence of their own national existence. France in particular is worthy of our utmost sympathy both for her critical situation and the splendid heroism with which she has so far borne the brunt of the German attack."

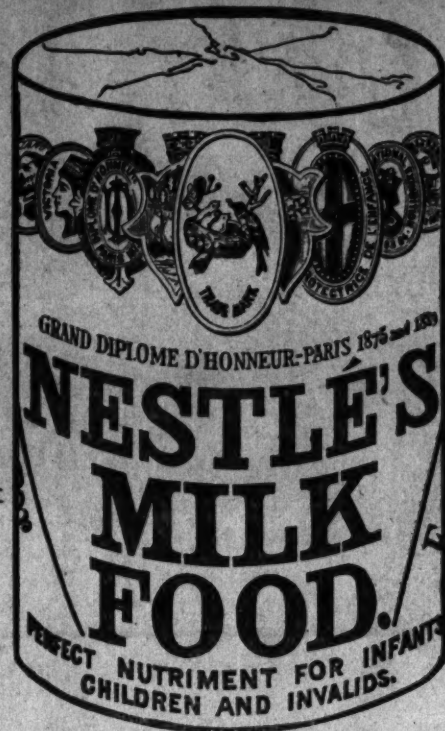
"As to Japan she is equally, if not more, detached from the center of the war. Her sea is less in the danger of German submarines than the Atlantic and she is probably as remote as America from the danger of German air raids. She too has profited herself by the war, though in a very much less scale. She too has the leisure to consider Eastern politics. It is natural that this country, being in such a position, should be made an object of suspicion of America and England. England, however, recognises the peculiar position of Japan in the East to the extent that she refrains from interfering openly with what this coun-

try is inclined to do, as proper for self-protection and the peace of the Orient.

### Japan Between Two Influences

"But America's interference is so pronounced that we can not understand her true intention except on the supposition that she herself wants to control the Eastern situation and is only afraid of the counteracting influence of Japan. She does not seem to recognise that with Japan the Eastern affairs are inseparable from her own interest of national defence. Pressed on the one side by the spread of the German influence across Siberia and on the other by the American influence across the Pacific, it is natural that Japan should be anxious regarding her position after this war."

"We dare say that we are very apprehensive about the development of the international relations among the European powers and America after this war. We are apprehensive, for instance as to what relations there may obtain between England and America, England and Germany or Germany and America. As long as the world is swayed by the sentiment of this war, this question is very simple and there is not much to be anxious about for the interest of the East, but when we meditate over the probable development of the relation of practical interests among these powers, we feel that our suspicion is not utterly without justification."



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**Men's Tan Leather Belts** A good strong Belt for tennis and sports. Price **\$1.00** each

**Men's Striped Cotton Shirts** A fine assortment of designs to choose from. A very special bargain. Price **\$1.00** each

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**White Web Tennis Belts.** A dandy value. Price **\$1.00** each

**Silk Paris Garters.** This sock suspender is famous all over the word. Price **\$1.00** per pair



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Wide Stripe Scarves in the new colorings. Very Smart and Effective Price **\$1.00** each

Plain Barathean Slipwell Scarves. All the leading shades. Price **\$1.00** each

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Men's Tan glaze Blucher Oxford with medium weight sole, Round Toe and good walking sole.

Price **\$17.50** pair

Tan glaze Oxford with light weight sole and round toe.

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Smart white suede lace shoe with white sole and heel Perforated vamp. Price **\$17.50** pair



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Ladies' Leather Wear Black Lisle Hose. 2 Pair for **\$1.00**

Ladies' Rite White Lisle Hose. Price **\$1.00** per pair

Ladies' Black Patent Leather Belts. 2, 2½, 3 inches Price 2 for **\$1.00**

Ladies' White Lawn Handkerchief. Price **\$1.00** per dozen

Ladies India Gauze Vests, Low Neck Short Sleeves or Low Neck No Sleeves. Medium sizes only. Price **\$1.00** each

Ladies' Black Silk Stockings, Lisle Tops and Feet, all sizes. Price **\$1.00** pair

Ladies' Tan Lace Lisle Hose. All sizes. Price **\$1.00** pair

Colored Chiffons, Black, Navy, Grey, Helio, Gold etc, 2 yards for **\$1.00**

Ladies' Dainty Muslin Collars, New styles. Price **\$1.00** each

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## Mercerised Damask

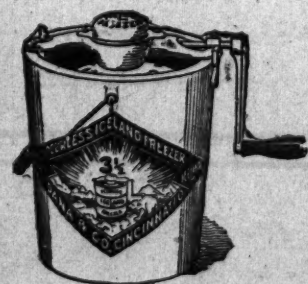
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50 by 50 "	" 2.00	70 by 56 "	" 5.75
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## Mercerised Damask

By the yard. Washes beautifully.

62 ins. wide -	\$1.45 yard	72 ins. wide -	\$2.00 yard
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The "Lincoln" Coat Sweater Heavy quality, made from pure wool, in Grey only, with two pockets and pearl buttons. Good elastic knit. Price **\$8.00** each

The "Premier" Coat Sweater In a medium weight soft wool, with two pockets. A good durable garment in plain White, Grey and Navy. Price **\$7.50** each

The "Marlow" Coat Sweater Plain White, heavy quality, very elastic knit, two pockets. A splendid garment for the coldest weather. Price **\$9.00** each

## NOVELTY BAGS

Fancy Tulip Bags, the new shape in Dark Green, Navy, Mole or Maroon, Silk lined broche silk.

Price **\$12.50** & **\$14.50** each

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White Lisle Gloves, good washing quality. Price **\$1.50** pair

Lisle Gloves in White, Beaver, Grey and Chambray. Price **\$1.75** pair.

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Ladies' Fine White Canvas Lace Boot Covered Louis Heel, smart Toe and medium vamp **\$14.50** pair

Dainty White Kid Lace Boot with White Ivory Sole and Louis Heel, Smart Toe and Long Vamp. **\$16.50** pair

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White Canvas Pump with Covered Louis Heel and Neat Toe. **\$12.50** pair

Ladies' White Buck Pump with White Sole and Heel and Fine Shape Toe. **\$14.50** pair

A Fine White Canvas Lace Boot with Covered Louis Heel and Medium Toe. **\$13.50** pair



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## F. E. SMITH TELLS OF U.S. WAR EFFORT

Thirty-Three Camps Training Infantry And Many Aerodromes, Aviators

London, February 22.—Sir F. E. Smith, M.P., the Attorney-General, who recently returned from a tour in the United States, in the course of which he travelled 16,000 miles and addressed forty-four meetings, contributes to the Evening Standard an interesting article upon America's great war effort. "We have lost our Russian Ally (he says), and all the calculations and anticipations of three years have disappeared. It is necessary, therefore, to make a fresh valuation of our assets, and an estimate, however short and superficial, of the resources and determination of that Great Power which has taken the place of Russia. Let me start by recording the fact that the President of the United States is at the present moment one of the greatest assets which the Allied cause possesses. He has combined with the quality of literary eloquence which is more and more making him the mouthpiece of all the Allies, a clear grasp of the nature of this war and a resolute determination to play all the powerful cards in his hand in order to bring it to a triumphant conclusion. The United States has been called upon to make the most stupendous efforts in at least four directions.

It became evident that the immense loss of man-power caused by the defection of Russia must be made good. Almost in a fortnight the United States declared for compulsory service. Consider the apparent risks of such a decision as they would have appeared in the eyes of feeble men. There were in the States a very large Irish and a very large German population. It is notorious that the rulers of Prussia relied upon these circumstances as certain to fetter the effective co-operation of the United States in the European war. The President swept all these objections aside. He knew his countrymen. He pronounced ex cathedra his conclusion—"National service is the fairest and the most democratic method of dealing with the situation in which we find ourselves." And immediately the crisis, which perplexed us for so long, found its solution.

**Fighting Men And Ships**  
Today, there are thirty-three camps in the United States in which the young men of America are receiving their training. Each of these camps contains on the average 30,000 men. As soon as the temporary occupants of one of these camps receive their marching orders for France, there is waiting, already nominated, another full complement to take their place. And this rapid succession of men can easily continue without impairing the

## Greek Soldiers Training To Take A Hand



Greek soldiers resting after undergoing an intensive form of training near Athens. Greece is fast training its army for active participation in the great war.

economic efficiency of the United States until 4,000,000 men have been drafted to Europe. Consider what this means. It means that the finest raw material still surviving in the world—the descendants of the heroes who on both sides sustained the bloody struggles of the Civil War—are available in exhaustible numbers for the battlefields of Europe, subject only to the question of providing the necessary tonnage to bring them over and support them. It is, of course, as true today as it was a year ago that the question of ships determines the whole future of the war. The United States has undertaken, besides the immense task of improvising and instructing huge armies to make a great contribution to their transport and supply to the battlefields of the Continent. They either have under construction or are ready in the near future to lay down 250 torpedo destroyers, while, at the same time, it is certain that in the next twelve months they will turn out from the yards of the United States a greater aggregate amount of tonnage than even Great Britain ever produced in one single year before the war.

**Aerodromes Are Everywhere**  
Everywhere all over the States aerodromes have been established. Everywhere the intrepid youth of America is being instructed in the art of flying. The output of Liberty engines will be incredibly large within the next few months. The output of skilled pilots will certainly not lag behind. And, in conclusion, it is hardly necessary to lay stress upon

the growing contribution which the United States is making to the food supplies of the Allies. They are doing this by means of nationwide voluntary self-denial.

### Shanghai Baptist College Notes

During the week, Dr. F. K. Sanders, ex-president of Washburn College, now Secretary of the Board of Missionary Preparation, addressed the students on the Gospel of Luke.

Dr. Jacob Specker of the Baptist Publication Society, Canton, was a visitor at the College for a few hours. Pres. Stewart of Hangchow College, on his way home from a meeting at Nanking, made a short visit on the Campus. Prof. Graybill of Canton Christian College also called at the Campus.

The Rev. C. G. McDaniel of Soochow, Rev. A. Y. Napier and W. E. Crocker of Chinkiang, Rev. A. F. Uford of Shaohsing, Dr. J. V. Latimer of Huchow, Rev. E. E. Jones of Ningpo, and Drs. R. T. Bryan, J. T. Proctor, and Frank Rawlinson of Shanghai, attended the Annual Meeting of the Board of Managers.

Mrs. C. C. Chen, lately returned from

the United States, will speak at the Christian Home Club this evening.

The annual meeting of Principals of Affiliated Academies will be held here April 26. It is expected that representatives from Wayland Academy at Hangchow, Yates Academy at Soochow, Baptist Academy of Ningpo, Ming Jang of Shanghai, Yuih Dze Academy of Shaohsing and Baptist Academy of Huchow will send representatives.

Last evening the College Community was entertained at the home of Rev. and Mrs. C. L. Bromley. The program of the evening consisted of living pictures, various members singing and posing for the pictures.

### BATTLE DRILL IN CAMPS

Attack On A Supply Train Is Staged At Wadsworth

Camp Wadsworth, Spartanburg, S. C., March 13.—Combat work for the 27th Division started this morning, when companies representing the Blues of the 53d Infantry Brigade and the Reds, drawn from the 44th Brigade, engaged in a mimic battle. The regiments which took part in the maneuvers were the 106th, 106th, 107th and 108th.

The problem involved the protection of a train supposed to be bringing up supplies to the Blue forces

occupying the eastern side of the camp. Promptly at 9 o'clock the Reds marched from their posts in the suburbs of Spartanburg and half way between the camp and the city they encountered the outposts of their adversaries. The pickets were driven in, but when the attacking force with volleys of blank cartridges attempted to break through the supply train's cordon it was repulsed. Again and again for more than two hours the combat was resumed, but when the umpires called a halt the supplies were still in safety.

According to the umpires, the attacking party lost heavily but would have captured its objective had the supply train been a German one.

Under the auspices of the Spartanburg Chamber of Commerce a reception followed by dancing, was given to Major Gen. O'Ryan. Business men of the city and the headquarters staffs of the 27th and Pioneer Divisions attended.

Former Brig. Gen. Oliver B. Bridgman, for many years a member of the New York National Guard, arrived here today to take over the direction of the Enlisted Men's Club, an organization fostered by the War Camp Community Service. General Bridgman is a member of the New York Stock Exchange and his work as director of the club will be purely voluntary, he having dropped his business affairs to "do his bit."

Headquarters announced the promotions of Second Lieut. Richard P. Cloak, 103d Trench Mortar Battery; Ezra A. Barnes, 103d Infantry and Edward R. Winick to be First Lieutenants.

### Healthy Babies Sleep Well at Night

A well child sleeps well and during its waking hours is never cross but always happy and laughing. It is only the sickly child that is cross and peevish. Mothers, if your children do not sleep well, if they are cross and cry a great deal, give them Baby's Own Tablets, the Canadian children's remedy, and they will soon be well and happy again. Concerning the Tablets Mrs. Chas. Dittie, North Temascaming, Quebec, writes:—"My baby was greatly troubled with constipation and cried night and day. I began giving her Baby's Own Tablets and now she is fat and healthy and sleeps well at night." The Tablets are sold by medicine dealers, or by mail at 60 cents a vial from the Dr. Williams Medicine Co., 96 Szechuen Road, Shanghai.

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27 NANKING ROAD

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FRENCH PARK

SATURDAY, MAY 4

3 p.m. Daily

### BENEVOLENCE SALE

The Stalls will offer an extra large assortment of articles such as Vases, Embroideries Laces, Brocades, Porcelains, Carved Woods, Cushions, Tonkinese Gold Inlaid, etc., etc. and others too numerous to mention.

DON'T FAIL TO VISIT EACH STALL

5 p.m. Daily

### TEA DANSANT

Tell "Hubby" to bring his friends and meet you at 5 p.m. sharp for a nice cup of tea and a couple of "Foxtrots."

9 p.m. Daily

## GRAND CABARET AND SUPPER

Never before in Shanghai has such an elaborate Cabaret program been attempted.

30 Members of Shanghai's best talent will entertain. The Cabaret will commence at 9 p.m. each night and after each dance there will be ten minutes of entertainment.

The following Artists are giving their services (under direction of Mrs. Isenman and Mr. Speelman.)

Mr. Browne  
" Dearn  
" Deeks  
" Donne  
" Glemby  
" Haynes  
" Meyer  
" Servanin  
" Silas

Mr. Speelman  
" Whitmore

Mrs. Blum  
" Fabre  
" Gilbert  
" Isherwood  
Miss Jouravel  
" MacMeeken  
" Sartz  
" Sharp  
Miss Shepherd

### ACCOMPANISTS

Mr. Hodlege  
" Peacock  
" Raynes  
" Young

Ballet under the direction of

Mr. de Luca  
Gavotte Champetre  
Miss Denegri  
" Hunter

### MINUET

Mrs. Blix  
Miss Sharp  
Mr. de Luca  
Mr. Stainberg

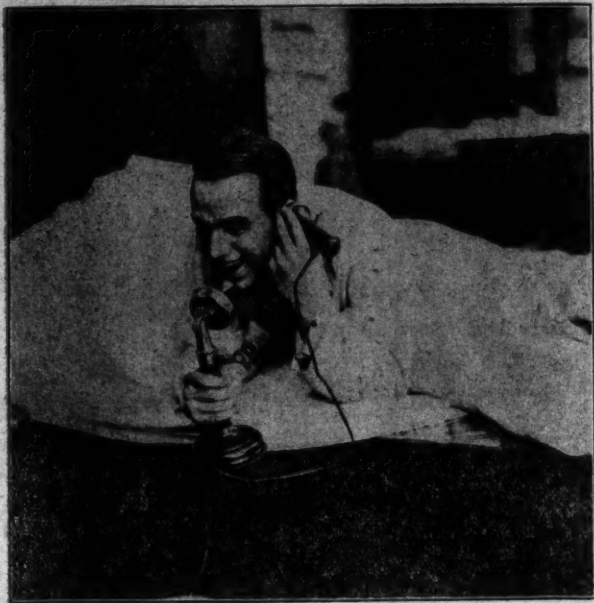


# APOLLO THEATRE THURSDAY, APRIL 25TH

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## DOUGLAS FAIRBANKS DOUGLAS FAIRBANKS

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AMERICA GREATEST COMEDIAN

### The Management

of the Apollo Theatre and St. George's Garden Cinema beg to announce to their patrons that the

**FIRST RUN IN SHANGHAI OF TRIANGLE COMEDIES AND FEATURE FILMS**

has been secured for these Theatres from the local Agency of the Triangle Production. The famous productions will now be included in our usual unexcelled programme.

**OUR FIRST PRODUCTIONS WILL BE**



# HIS PICTURE IN THE PAPERS HIS PICTURE IN THE PAPERS

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## Today's Church Services

**Holy Trinity Cathedral.**—8 a.m., Holy Communion. 10 a.m., Mattins (Plain). 11 a.m., Sung Eucharist. Anthem, "Therefore we, before Him" (Pearall). Hymns 127, 322, 216. Preacher, The Dean. 3 p.m., Children's Service. 6 p.m., Evensong. Anthem, "Joy, Joy of man's desiring" (Bach). Hymns 131, 129, 136. Preacher, The Dean.

**St. Andrew's Church, Broadway.**—10.30 a.m., Mattins. Preacher, The Rev. C. J. P. Symons, M.A. 6 p.m., Evensong. Preacher, Mr. J. A. Bailey.

**Union Church.**—Sunday, April 21. Sunday School Anniversary. 11 a.m., Preacher, Rev. C. E. Darwent, M.A. Anniversary Sermon: Chant 10; Anthem "The Lord is my strength" (Monk); Hymns 617, 767, 785. Collection for School Funds. 3 p.m., Children's Service. Address by Rev. Milton T. Stanter, B. D. Collection for School Funds. 6 p.m., Preacher, Rev. F. B. Turner of Tientsin. Subject, "The call of the deep"; Chant 36; Hymns 5, 440, 686.

**Christian Science Society of Shanghai.**—Masonic Hall, The Bund. Sunday Service 11 a.m. Subject: "Doctrine of Atonement." Sunday School 10 a.m., Wednesday Evening 6 p.m. Reading Room, Nanking Road, Room 71, daily except Sunday 10.30 to 12.30.

**St. John's Pro-Cathedral, Jessfield.**—Evening Prayer in English at six o'clock. Preacher: The Right Rev. L. H. Roots, D. D.

**Shanghai Free Christian Church.**—The services in the above will be conducted as follows:—Morning, 11 a.m. by Dr. F. A. Keller, B. A. Evening, 6 p.m. by Mr. H. S. Conway.

**Sunday Service League.**—Rev. Murdoch Mackenzie, D.D., of the Canadian Presbyterian Mission, Changtehfu, Honan, will speak at 3 p.m. in the Martyrs' Memorial Hall, 120 Soochow Road. Special music will be provided.

**American Song Service.**—Dr. Arthur H. Smith will speak in the Palace Hotel at 5 o'clock. There will be special music.

## The Socialists' Peace Offensive

Plans Of The Inter-Allied Group, A Revival Of The German-Inspired Stockholm Program, Should Be Blocked

By William English Walling  
(The famous American Socialist.)

The Stockholm Conference plan has come to life again—indefinitely more menacing and aggressive than before—having been unanimously adopted by the Inter-Allied Socialist and Labor Congress at London on February 22.

The Stockholm Conference agitation boldly proposes that an international Socialist conference shall terminate the war! Peace terms were also discussed at the London meeting. But every delegate present knew that the real question was the proposed meeting with the Germans and pro-German neutrals to bring about immediate negotiations and an early peace. The peace terms were therefore solely as a basis for Socialist negotiation. Practically all of these terms have been definitely rejected by the German Socialists of all factions, and their satellites in other countries, and every delegate at London knows it. The private assurance of Henderson and Thomas that these peace terms are an "irreducible minimum" is clearly of no value, as they were not so stated at the conference and are to serve as a basis of negotiation in an international meeting at which the German Socialists and the Bolshevik Socialists (Zimmerwaldians) of the various countries of Europe (including those of France and England) would have from 80 to 90 per cent of the votes.

Already America has refused to allow passports for such a conference. But it is no longer sufficient merely to negative the Stockholm agitation. It must be actively counteracted. For it has now become more dangerous to the Entente cause than the German propaganda itself. And this for two reasons:

The Stockholm agitation has taken a new aggressive turn since the London Conference has decided to invade America. The purpose in sending five delegates to this country is absolutely definite. They propose to convert American labor from the labor unionism of Samuel Gompers to the so-called socialism of Morris Hillquit. Gompers stands only for such international labor meetings as represent labor and exclude such entirely extraneous political organizations as the European Socialist parties, all of which admit anybody. Gompers points out that the record of the Socialists of Germany, Austria, Denmark, Switzerland, Italy, Russia, &c., have shown that they are, with rare exceptions, the conscious or unconscious tools of Kaiserism. Moreover, President Wilson and Premier Lloyd George have pointed out that the peoples of the Entente countries are represented by their Governments. Any other representation could speak only for a small minority.

The Entente Governments must and will continue to resist the Stockholm agitation to the end. The extremists will then dominate the movement. Already the Socialists of England and a large part of the Socialists of France have favored the

## Society Of World's Nations To Thwart Power Of Prussia

By Walter Wellman

The world now faces the greatest problem it ever knew. There must, of course, be some solution. We are now approaching the solution. Already the first steps toward it have been taken, and America is the leader. Win this war, crush Prussian militarism, sum up a power to keep it crushed, create a new world from which the rule of brute force has been banished, make the world's work a substitute for world wars, is its essence.

President Wilson has foreshadowed the solution. In his three recent addresses he gave its outline in significant phrases. He indicated that it is held in reserve for use when the hour shall be ripe, and the hour draws near. But as yet neither the enemy nor the world at large appears to have read aright the meaning of this handwriting on the wall which divides the gloomy present from a brighter future. There are two classes of opinion as to the way out. One, held by the great majority, that nothing but a complete military victory over Germany will suffice. The other, that militarism is futile and the world must rely on moral force alone. Neither can see good in the other. The majority sneer at the minority as soft and sentimental pacifists; these retort that the other are thickheaded savages.

Both apparently overlook the truth that a mere ending of this war may not be a solution, may be only a perpetuation and aggravation of the problem. The actual problem is so vast, runs so deep into all the life of the world, sweeps in so commandingly so much of the future, that a real solution must bring into action forces of magnitude and permanency befitting the proportions and character of the crisis.

**A New Program**

The new program here presented recognizes this fundamental truth and aims at a real and permanent solution:

I. In this struggle of civilization against the tribe for mastery of the future use both physical power and moral power—both together—both up to the utmost limit of the world's strength—use both mercilessly, inexorably, masterfully—go on crushing the Prussian militarism of the present with all the energies of the armies of the nations, steadily augmenting these energies and applying them as may be necessary.

II. Make impossible the existence of Prussian militarism in the future by cutting off the sources and bases of its life and strength—by shutting Germany out from the world's intercourse and from access to the world's materials and the world's highways of the seas as long as she clings to the militarism and with it menaces the peace of the world and thereby makes herself that world's enemy.

III. Safeguard the future by erection of a world system in which this right and power to deny the world's privileges had opportunities to triumph. Society are substituted for militarism as world society's final controlling force and means of maintaining security and order in the world community.

IV. Create this new system now, at once, by forming a permanent society of nations to take over control of this power and use it to compel Germany to become a part of the system by conformance to its standards or suffer the penalty of indefinite exclusion from the activities of the world.

V. Compel conformance by an ultimatum from this organized, functioning, power-equipped trusteeship of civilization addressed to the tribe:

"You must choose between a future of world militarism and a future of world industrialism—you may have one or the other—you cannot have both."

**Greater Military Effort Necessary**

Civilization's line of defense is held by the armies of the nations in Europe. That line must be made stronger, impregnable. They shall not pass.

Civilization's coming great offensive, the means of conquest of compelling peace, restoration, restitution, reconstruction, is this power over the future for which we fight.

The program recognizes that the best defensive is the offensive; that it is not enough for the world to resist, it must conquer; that power is the only thing that will get a peace worth having and preserve it after it is won. For nothing but power have the chiefs of the tribe fear or respect. Nothing but power will bring them to their senses and keep them in their senses. With superior power, mercilessly applied, they must be beaten to their knees, with power terms must be rammed down their throats.

Militarism is the power with which the world is making the tribe know they cannot dominate the world of the future with militarism.

This control of intercourse and opportunity is the power with which the world must make the tribe know where domination of the world of the future is to be in the hands of an organized world community for the welfare of all its parts, the tribe included if it will stop being the enemy of the world.

There is no other way out. Sentimentalism will achieve nothing. Appeal to considerations of justice, honor, the rights of others, humanity, is useless. It is waste of time to negotiate. It is lost motion to try conciliation, compromise, arrangement, pledges, mutuality of faith. It is futile to ask the beast to reform and be good and base reconstruction upon an illusion as to that reformation. He must be mastered with power, and then the mastery of power must be kept over him for a long time to come.

German militarism as a world menace must be destroyed with power. But with what power or powers? Is armed force the only weapon the

world has? Its defensive is limited to that, but is the offensive also?

These are questions which President Wilson and his counsellors have been asking.

How much longer must the world endure the sacrifices and pains imposed upon it by a single warlike tribe—a tribe which set out for world dominion and, for the time, has failed in that, but which still holds the human race in a cataclysm, upsetting all normal life, diverting all energies, threatening to stop all progress, prevent the world going forward, compel it to adopt and indefinitely continue a type of civilization abhorrent to it?

Is the world impotent? Has it no means of asserting the mastery? Must it ever be dragged down to the low level of that tribe, be held back because that tribe is backward? Is modern society so weak and inefficient it cannot fix its own order of life, must conform to the prescription of these modern barbarians?

How much longer must the mass be subject to this tyranny of a unit, of the less developed over the more advanced, the inferior over the superior, to non-moral over the moral, to this contradiction of the law of survival of the fittest?

**Something More Needed**

Or is brute violence and the skill to use it most brutally and effectively the true and final test of right to survive in the modern world?

That is the sort of test the world will make of it if it relies wholly upon force to solve the problems of the future which force has created.

Now the nations mass their men, their resources, their wealth, their industries, skill, courage, will power—all that great lands and great peoples have and are in struggle for their future. For the right to work out that future as they wish to work it out, as free peoples, they are consecrating their accumulations of the past, distorting their activities of the present, mortgaging the fruits of their energies in the coming years.

All these vast modern forces are applied wholly in creation and use of a primitive weapon, the weapon of savagery—coercion with violence.

That this weapon must be used defensively with all possible energy as long as may be necessary, as long as the assault continues, goes without saying.

But for ending the assault, for crushing the will of the men who made and make it, for the final triumphant offensive, for safeguarding the future, has not the world a better, more modern, more effective instrument of power?

**The Goal of Future Safety**

This program is the answer. Future safety is the world's one great aim. Nothing else matters much. If that is not secured, it is of small concern how other things are adjusted, for they will not stay adjusted. It will matter little what the terms of peace are, because they will be liable to repudiation at any moment.

To get future safety the world must know how to get it and hold it after it is won, and then proceed to get it and hold it. Many believe the only way is through a triumphant world militarism subjugating a tribal militarism. This might do—if there is no better way it will be done—even though it makes necessary a permanent world militarism to hold the fruits of the victory. But militarism is the thing which the world wishes to be rid of. If it is to go—and virtually the whole world wants it to go—some other power of restraint must take its place.

Control of opportunity, of intercourse, of prosperity, and at least a temporary control of the high seas, is such a power in the modern, intimate, interdependent world. This power rests in the hands of the peoples who want a system of peace and who do not want a system of war. Through this power they are the masters of the future for which they fight—they have only to assert that mastery.

Hence the program would drive straight and at once to the future. Set up this system of peace, establish this power that springs out of the activities of peace, make it an absolute power over world society and all its parts.

Make the settlement of this war conform to that system—use this power over the future to compel those who make the war to conform that system or be no longer a part of the world.

This power is an absolutism to which even militarism must bow, because only nations with a highly developed world industrialism can be strong enough to maintain a formidable world militarism, and no nation of the future may have a true world industrialism without the consent of world society.

**Submission to the Will of the World**

Most men believe there should be no economic war of rivalry or revenge upon Germany after this war is ended. But this war is not ended and cannot be ended till Germany has submitted to the will of the world, has ceased being a menace to the world, enemy of the world.

If peace comes with Germany still a great military power—no matter what the other terms of settlement—the peace is but a name for a pause, is only truce, a peace with sentries posted at every frontier, the guns of every nation poised, the young men of every nation training, the world an armed camp.

As long as Germany retains the physical ability to wage war of aggression, the world will not, cannot trust her. It will be a peace of fear and foreboding, a peace that is not a peace, a state of potential war between the world and the tribe.

And then this question will at once arise: Is the world to give Germany enjoyment of full access to its privileges, opportunities, materials, markets, highways, that she may recuperate her strength for the next onslaught upon the world?

The answer of the program is a decided "No." The answer is that this question must be settled now, before

a peace is made; must be an essential part of the peace; that the world is to have henceforth a system in which control of opportunity is the substitute for coercion with violence; that with this power held over every nation the new world is to proceed to rid itself of militarism, German and all other; that any nation refusing to join this new world must stay outside the world; that Germany must join now, as a part of the peace, with all other nations proceed to disarmament, to permanent establishment of the new system—or stay outside the world.

Germany may have all the recuperation her commercial genius may give her, with equality of right and of opportunity—she may come back into the world at once—but only by leaving militarism behind her.

World control of opportunity as the future regulative power of the society of nations is the direct antithesis of boycotts or commercial wars between nations, though many men, through mental habit appear to think otherwise. Boycotts are modified forms of hostilities between individual units of society, trouble breeding, objectionable, like private hostilities with armed forces. America has frowned upon such wars on Germany, frowns upon them now. "No permanent peace," says President Wilson, "can be built upon such separate and selfish foundations."

But the difference between selfish economic hostilities by individual nations and the control of opportunity by the community itself for the good of the whole world is the difference between disorder and order, between a private feud and enforcement of public law.

This power is as far removed from a boycott as Government decree that its postal system shall not be used for working fraud, that highways shall not be free to highwaymen, that an enterprise, though of itself legitimate and useful, shall not be conducted in such way as to menace the public health.

Which is just what Mr. Wilson in his February address says to the German Chancellor: The German nation is a legitimate enterprise; the world wishes it to go on and prosper. But if its military masters conduct it in such way as to make it a menace to the peace of the community the world will see that it has no access to indispensable raw materials and to indispensable markets—shall have no license from the world community to do a world business.

**The World Against A Revolting Tribe**

This struggle for mastery of the world in the future is not between rival nations for selfish advantage—it is between the world itself and a revolting tribe.

What is it the tribe seeks? A predominant voice in all world affairs, world dominion. As the Kaiser declared some years ago in a public address, "The day is coming when nothing of importance can be done anywhere in the world without first consulting the German nation and the German Kaiser."

What is it the world seeks? The right and ability of every people to work out their future in their own way as long as they do not interfere with exercising of like right by other peoples—equality of right and equality of opportunity for all.

What would the tribe do with this power over the future if they were to gain possession of it? Make it a tyranny over all the nations. All the world's activities subject to their approval, compelled to pay direct or indirect tribute to them. As the power grew and spread, no limit to the tyranny and the tribute save the will of those behind it. The work of the world in bondage to a military empire. The future of the race guided not by natural evolution among free-moving peoples, but by order from the masters of the Teutonic tribe. All human effort and enterprise under franchise from Berlin:

For so many years this people or that people must do this and so by paying such and such tribute. The penalty for refusal of tribute is denial of license to do anything. Evolution at the mercy of the usque; progress only by permission with a time limit; excellence, prosperity, success, only by submission to those who with violence have seized this power for selfish end.

**A Power Unused**

What would the world do with that power? Use it for the good of all, including the tribe, if it were to make itself useful. Use it to establish equality of right and opportunity, order security, fair play and for a world community, and for all its members in good standing; regardless of their size or physical prowess.

Thus the meaning of the struggle for the future is plain enough—no one can misunderstand it.

What the world needs to comprehend is that the power which the tribe seek as instrument of their selfish tyranny is control of opportunity, the greatest political and social power in the world.

Their militarism is not the real, permanent power with which they hope to exercise world mastery; it is only the weapon with which they seek to seize the real power, dominion over world intercourse.

The world now holds this power over the future—but does not use it! The world has possession of the very thing the tribe would seize as means of mastering the world, but the world neglects to wield it as means of mastering the tribe!

The world has in its grasp a power which, used inexorably against the tribe as the tribe would if they could use it against the world, would compel the tribe to submit or perish—and fails to employ it!

This power which the tribe would grasp and with it make the world slave the world holds in its hand but fails to use to make itself free!

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(Continued on Page 14)

(Continued on Page 13)



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## The Socialists' Peace Offensive

(Continued from Page 12)

of three ways—the absolute predominance of all militarism, the exhaustion of all the combatants, or by conciliation. We believe that sooner or later the last of these methods must be resorted to by all the belligerents."

Every word of this sinister speech would be indorsed by Trotsky and von Kuhlmann. In fact, Henderson has taken the words from their mouths.

The essentially anti-democratic character of the London meeting is shown by the demand that there should be at least one "Socialist" from every nation in the official delegation at the peace conference. Why not also one Protestant, one Catholic, one Jew, one populist, one single-taxer, one Bolshevik, and one anarchist?

This resolution can mean one thing only—that the Governments of the Entente and America are not accepted as representing the peoples of those countries! This is the heart of the Bolshevik position. Also, we must remember that the demand for the Stockholm Conference was the chief point of the Bolshevik agitation until the larger possibility of seizing the Russian Government (with German aid) turned them in a new direction.

Bolshevism has failed in Russia, but it is alive and growing in many other countries. Fortunately, it has hitherto been far removed from America. Now the interallied Socialists propose to form a bridge by which Bolshevism can pass over to the United States. Every one of the five delegates that are to invade us has made dangerous concessions to Russian Bolshevism. When they find the American Government is deaf to German-founded, German-dominated International Socialist conferences, they will—beyond the slightest question—turn against Woodrow Wilson as they have turned against Lloyd George.

Not Lenin and Trotsky could do the harm in the United States that is certain to be done by Henderson and Thomas or their emissaries. Their mission can have one result, and one only—to put a new life into the anti-American and anti-International Socialist Party of this country.

There is every reason why the experienced democracy of Woodrow Wilson and Samuel Gompers should send emissaries to the Entente Socialists—and no reason why the Entente Socialists should send us adepts in German socialism of the second degree. We Americans have had ample experience with German socialism in all its varieties. And

since the war we have seen these same Entente Socialists taken in by each and every move of the German propaganda. We saw them accept the first Stockholm Conference after it had been openly favored by all four of the Central Powers, we saw them assuming various friendly attitudes toward Germany's Bolshevik tools. Our labor movement has a clean record on both questions. And now they propose to try to disintegrate the one labor movement in the world that is wholly free from German socialism.

Again—as with the German propaganda—we cannot afford to remain on the defensive. Unless America immediately rebuffs this impudent and insidious aggression the whole war may end in catastrophe.

He who stays on the defensive is ultimately lost. Already President Wilson has opened up a diplomatic offensive, aimed in the course of time to win the masses of Germany and Austria to a democratic solution of the war. The Stockholm Conference, on the contrary, represents the diplomatic offensive of the German Socialists (of both factions) and the Bolsheviks. Its very foundation and sole excuse is that the democratic nations are not democratic. The Wilson offensive is based on the proposition that the democratic nations are democratic both at home and abroad, that our Governments stand for a wholly democratic, just, and pacifist solution of the war—and that neither the Bolsheviks nor the German Socialists—all of whom openly attack the great democracies with at least as great hostility as the Kaiserism itself—shall be allowed to interfere.

Shall we now abandon the leadership of Mr. Wilson and accept that of Arthur Henderson and James Ramsay MacDonald? Mr. Gompers gives cogent reasons why we should abide by Mr. Wilson. He has reinforced the Wilson offensive by a direct attack:

"And let me say to you that, talking of international conferences with representatives of the enemy countries we are not going to permit ourselves to be lulled into a false sense of security and, under the guise of radicalism go back a hundred years. Then shall we meet in council with these men, gaining from our confidence, swerving us from the path of duty, trying to influence us that the Governments of these democracies are, after all, only capitalistic?"

No more cogent statement could be made of the position of the Socialist Parties of all countries.

They have accepted the German view that the democratic progress of the non-Germanic nations is, after all, of little value. They annihilate this progress with a word, "capitalism"—or else "imperialism." This Germanic or Bolshevik view is now in complete possession of every Socialist Party in the world—which need not surprise us in view of their Germanic origin. (It is hardly necessary to point out that, nothing could be more opposed than is this view to every tenet of a genuinely democratic or a genuinely international socialism.)

Either our Government is undemocratic, capitalistic, and imperialistic—as all three of the German Socialists factions assert—or it is not. If we are indeed a democracy, we must be prepared to use all measures—even the most extreme—against any congress that proposes to usurp the functions of our democratic Government. Such a congress would be wholly anti-democratic in its very conception; moreover, it proposes to meet on unequal terms the bitterly anti-democratic German Socialists, the avowed enemies of the American, British and French Governments, people who are calling every day for revolutions against these Governments and an immediate settlement of the war with every conceivable advantage in German hands!

America must act, and at once! We must support Mr. Gompers with every means at our disposal. The slightest concession to this Stockholm agitation, any hesitation to use the most drastic means against it, will be as fatal to America and the Entente as was Kerensky's weakness to Russia. The movement must be nipped in the bud. Otherwise we shall be certain to have revolutions in France and Italy, and perhaps in England, leaving three-fourths of Europe and vast areas of Asia under German domination. It is hardly probable that such a conflagration would lead to anything worse than sporadic insurrections in America. But we should have lost every object for which we made the vast sacrifices of this war.

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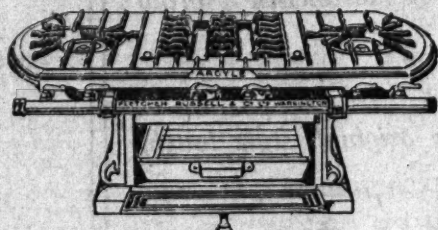
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## Society Of World's Nations To Thwart Power Of Prussia

(Continued From Page 13)

either way, now. The world must see that it works only the right way.

It will work as effectively against the tribe as the tribe plotted to work it against the world. For the tribe, too, are industrial live by industry when not engaged in highwaymanry, cannot exist and be strong without intercourse with the world, without access to the world's materials and markets, the world's highways. Only through these were they able to gather the force with which to attempt seizure of the power. Only through these can they retain the strength that makes them hereafter formidable as highwaymen. Only through these can their militaristic weapon of coercion survive.

The world must destroy that militarism, because there can be no real peace or security in the world while it lives.

And with this power to destroy it lying at its hand ready for use the world uses it not.

Instead the world throws all its strength into the primitive weapon, a clumsy, brutal, costly weapon, the favorite and only weapon of the tribe, and with it rushes forth into the open to engage in a duel with the barbarians as if they were equals in right and honor—lights them with spears, bludgeons, swords, pikes, poison, whatever weapons the tribe chooses—goes back to the cave age and burrows in the ground and from these subterranean labyrinthine fights like rodents or serpents because that is the way the tribe fight.

All this for possession of the great prize of power over the future which the world already possesses, but which it has left behind it rusting in its unreadiness.

That the world must use these abhorrent methods of the barbarians in resistance, defense, in baffling, stopping them, preventing their seizure of the prize of power at which they aim, the most ordinary mind perceives. But while thus holding impregnable the wall of steel and courage that guards the prize, for securing conformance to the world's will, for re-establishing order and security, for mastery of the future—why not bring mastery of the future out of its glass case and put it into action?

### Isolation Stronger Than Invasion

There is nothing new in the essential elements of this program. All is as old as the hills. The idea of a league or society of nations was born centuries ago, is simply application to the international community of the principle of social co-operation for the maintenance of common order and security which produced modern civilization.

Use of the inherent right to refuse intercourse with enemies of society, active or potential, as a substitute for coercion with violence has been the chief weapon of securing conformance to its standards employed through the ages by all society—its natural and universal means of self-preservation—all society except world society.

In the modern world the power to isolate is more effective than the power to invade.

It is to these old, tried, tested things, the sanction of centuries of human approval behind them, the world must turn for a way out of this crisis. The world need not rely upon physical force alone, it need not turn upon the barbarians with intent to do to them precisely the hideous things they tried to do to the world.

It is not necessary for the world to go on trying to pick up this live coal with its bare hands. It has only to use the tongs.

### Awaiting The Word

What is new and important is recognition of the truth that there is a greater, more enduring force in the modern world than that of militarism; that through this recognition there is—or soon will be, if the statesmanship of the world is worthy the support the peoples are giving it—a definite program—a plan of action, of power; that the world is about to stop drifting and proceed to going somewhere; that the time has come to drop vagueness and adopt certitude; time to cease debating the virtues of these old and tried things and start using them; that as there must be a league of nations to keep the world's peace, and as one already exists comprising the greater and stronger part of the world's peoples, expand and enlarge it, make it permanent, set it working; that as the international relations of the future must be regulated by these forces which arise from the activities of peace, equip the league with that power over the future, and let that power be at once projected mercilessly over the future of the foe against whom we struggle for the future.

What is new, and promises to be epochal, is that at last the world knows precisely where it wants to go, knows the road that leads there, knows how it is to get there, and how it is to stay there once it has arrived. It knows what it needs militarism for, and then it knows how to rid itself of militarism and put something better in its place. It knows the road to mastery and is ready to start.

It does not have to ask the tribe's permission to go. It does not need struggle with the tribe over terms, over terms which will be worthless no matter what they are, unless the world first makes this journey to its inevitable destination. It does not need to negotiate—it is in position to dictate.

The world has only to GO—the sooner Mr. Wilson gives the word the better—and drag the tribe along with it if they will come; if they will not come, leave them stranded, outcast, outlawed, by the wayside. In the end they will have to come.

President Wilson has not as yet placed himself squarely upon the road to the solution which this program provides. Until he does so he cannot, of course, be made responsible for anything beyond his own public utterance. But he has seen the road, he has seen the new world to which it leads, and he has indicated a probability that he may soon give the word of command for the forward movement.

He has indicated it so plainly the wonder is that the world has not better understood. That the world has not discerned the true portent of this slowly massing offensive of civilization's great reserve powers must be due to that universal habit of mind which makes it difficult for men, once a fierce combat is upon them and they are afloat in its midst, to think of anything but the fray, of how to strike just as primitive men struck, just as

the half-barbaric foe strikes, only harder.

With calculated reserve and in characteristic phrasing the President wrote into his address of December, January, and February a rough sketch of the road which may lead to the end.

### President Wilson's Views

In December the President said: "certain striking passages being italicized."

"The German power, a thing without conscience or honor or capacity for covenanted peace, must be crushed, and if it is not utterly brought to an end, at least shut out from the friendly intercourse of the nations."

"The worst that can happen to the detriment of the German people is this, that if they should, after the war is over, continue to live under ambitious and intriguing masters interested to disturb the peace of the world, men or causes of men the other peoples of the world could not trust, it might be impossible to admit them to the partnership of nations which must henceforth guarantee the world's peace."

"It might be impossible, also, in such untoward circumstances, to admit Germany in a covenant of justice and law and fair dealing, which must inevitably spring out of the other partnership of a real peace."

A month later the President went further: "Absolute freedom of navigation upon the seas... except as the seas may be closed in whole or in part by international action... the enforcement of international covenants."

"An equality of trade conditions among all the nations consenting to the peace and associating themselves for its maintenance... Adequate guarantees, given and taken, that national armaments will reduce to the lowest point consistent with domestic safety."

"We do not wish to fight her (Germany) either with arms or with hostile arrangements of trade, if she is willing to associate herself with us and the other peace-loving nations of the world in a covenant of justice and law and fair dealing. We wish her only to accept a place of equality among the peoples of the world—the new world in which we now live—instead of a place of mastery."

In February the President made ominous application of the foregoing principles to the details of the peace discussions:

"Whatever affects the peace affects mankind, and nothing settled by force, if settled wrong, is settled at all. It will presently have to be reopened."

"He (the German Chancellor) agrees that the seas should be free, but looks askance at any limitation of that freedom by international action in the interest of the common order. He would without reserve be glad to see economic barriers removed between nation and nation, for that could in no way impede the ambitions of the military party."

"If territorial settlements are to be determined by the powerful Governments which consider themselves most directly affected, why may not economic questions also?"

"Justice and the rights of peoples affect the whole field of international dealing as much as access to raw materials and fair and equal conditions of trade."

"Count von Hertling wants the essential bases of commercial and industrial life to be safeguarded by common agreement and guarantee, but he cannot expect that to be conceded to him if the other matters are not handled in the same way."

"I take it for granted that he sees that separate and selfish compacts with regard to trade and the essential

materials of manufacture would afford no foundations for peace. Neither, he may rest assured, will separate and selfish compacts with regard to provinces and peoples."

Speaking for America, the President significantly added:

"We are indomitable in our power of independent action and can in no circumstances consent to live in a world governed by intrigue and force. Having set our hands to the task of achieving it (a New World) we shall not turn back."

Here President Wilson has touched the magic key to the future, the great, enduring, pervasive forces which will solve the world problem.

His vision is that of a new world, an attainable, imminent, inevitable new international order. A partnership of nations henceforth to guarantee the world's peace. Everything that affects the peace, or that is liable to disturb it, is of partnership concern. Everything hereafter must be settled by the trusteeship for all, for the common good and safety, in the open. As the trusteeship must have some compelling, restraining power, and as this power cannot be militarism, because militarism is to disappear in a general disarmament, obviously it can be none other than control of intercourse, of association, of opportunity. This is the very system of permanent peace the program calls for.

### Will It Be Too Late?

The President does not indicate with precision when this new system shall be established. Hitherto the prevalent idea has been that it must come "after the war." But it is known that recently President Wilson has been much impressed with the argument that after the war will be everlastingly too late; that if it does not come now, while the war is on, while the nations which must make it if it is ever to be made are driven together by a common danger, while the world is in a state of flux and anxiety, when the great leverage of self-interest and desire for future safety is at the height of its potency, it is almost certain that it will not come till after another great upheaval, another world crisis, brings it.

Form the partnership now, immediately, make it the means of settling this war, not the next war. If it settles this war, and installs the modern power that henceforth is to guard the world's order, there will be no next war to settle.

### The Decline Of Militarism

In the new era for which America strives, and will "never turn back" till it be won, great armaments, menaces to peace and heavy burdens upon the peoples, must disappear. "Adequate guarantees must be given and taken," says the President, that is, must be given by nations in such form that they may be acceptable to the trusteeship, "that national armaments will reduce to the lowest point consistent with domestic safety."

The implication is that the trusteeship must be already in existence, prepared to act, which would mean that it is to be formed before the end of the present war and afford the means of settling that war.

Clear enough, when interpreted, is the President's declaration as to the power which must take the place of

this vanishing militarism, though his phrases, "the free economic intercourse which inevitably springs out of the other partnerships of a real peace" and "the establishment, so far as possible, of an equality of trade conditions," have mystified many.

Mr. Wilson has sensed the great underlying truth that by natural processes the world was moving on toward an international system of equality of right and of opportunity when there came this tragic interruption by the seekers of selfish dominion. It is now the business of the nations to restore those normal processes.

When the world is free to play its big, fine game of excellence whose prizes are success and whose products are progress, without interference by the brutal compelling which lurks out of a dark past, nations wish association with all other nations, seek it, are willing to give and are learning to give fair play in order to get and enjoy it.

It is the big, fine game the race is henceforth determined to be free to play unafraid of the assaults of the other. This is what Mr. Wilson means, not as some have feared that he aims at depriving nations of their right to impose such local regulations and interests may dictate.

Of the utmost significance are the conditions attached to the "free economic intercourse" and "equality of trade conditions" of the future. These the President distinctly reserves to "the nations consenting to the peace and associating themselves for its maintenance."

These are privileges created by world society, and henceforth to be under the control of a world trusteeship, as every other self-protecting society controls them for its own good. They are to be given freely to all who have right to them, to all who contribute to the general welfare by participation in the system of order and by conformance to its standards. And they are for such only.

If there should be a nation which does not want permanent peace, which refuses membership, declines to join in disarmament, seeks to cling to the old system of selfish militarism and menace, defying community restraint, law unto itself alone, gun in hand, that nation makes itself enemy of the world, as enemy must be treated, it is outlawed, outcast, the world's intercourse, privileges, opportunities, are not for it.

### 'Freedom Of The Seas'

Nor could anything be plainer, in the light this program gives us, than Mr. Wilson's declaration as to freedom of the seas about which our English friends have been so much disturbed.

The New World is to be a world of work, not of war, of safety, not of fear, a world in which the only success is by service, never by seizure. To the peoples who want such a world the world belongs; it is their world, and they intend to be masters of it. The seas belong to them, also—like the lands are their inheritance from Nature. They intend to rule these seas.

There must be freedom of navigation upon these common highways, says the President, "except as the seas may be closed in whole or in part by international action for the enforcement of international covenants."

In clearer words, if clearer words

are possible, the high seas are to be under the control of the trusteeship for the people who own them, free to all who use them for the common good, in lawful enterprise. But not free to those who refuse conformance to the system of peace, not free to the enemies of peace, highwaymen, law-breakers, pirates, covenant-breakers, not free to those who, having once attacked the community, would use the community's highways in menacing materials and strength for a new attack.

President Wilson has made a good start toward the program. And if he goes on with it, the world will soon grasp the immense fact that control of opportunity by society for society's good is a complete substitute for coercion by violence in the international field, as it is in every other social circle. In dealing with advanced and responsible units, physical force being needed only for perverses, degenerates, criminals.

And after this power is set up over the world no nation will be found in the criminal class.

It is a compelling, an omnipotent power. No individual can gain success if because of offense to society he is shut out from the intercourse and confidence of his fellows.

No nation can do it, no people can do it, in the modern world. Intercourse, interchange, inflow and outflow, are as vital to its life as air to breathe. Temporary ostracism means disaster, permanent ostracism means ruin.

Nations are collective units, highly developed, responsible and responsive through massed self-interest, through dependence upon intercourse for well-being, upon access to the high seas. Therefore, no other power of restraint than control of opportunity is needed. When that

is established as the world's dominant system, the whole, not a part, is master. The tyranny of a tribe is no longer possible. There will be no revolt or plot for selfish mastery because success is not only impossible, but known to be impossible, because it is resistance to the social law of gravitation, because the penalty is moral and economic death.

Coercion by violence as a system of restraint over nations and peoples is not only no longer needed, because the growing intimacy of the world has fashioned this infinitely superior instrument, but retention of the inferior through persistence of tradition from primitive days and its exaltation into a vast organized tyranny over the race is a monstrosity in modern life and a disgrace to our modern civilization.

The world is eager to escape that tyranny and shame, the world has a great need and an aroused will, this program provides the way. For here the public opinion of the advanced free peoples has a power—enabling it to be what natural law meant it to be—social and political master in the whole field of contracts of nation with nation and in the relation of those contacts to the community itself.

A power which needs to be exerted only when those contacts change from the normal to the abnormal and menace common order and safety, and then it is a power which must be exerted.

For only thus can the world be brought into harmony with the organic law which decrees that social units refusing conformance to the standards of the mass of which they are a part fail to adapt themselves to their environment and suffer the penalty of exclusion and decay. This is

the true law of survival of the fittest which confronts the German tribe.

It is, moreover, as Mr. Wilson perceives a power which may be used to establish itself. It may be at once set in motion. It may speedily bring the German nation into conformance as the only way to salvation. If military power is required, this war once over, it will be only at the outset.

During the period of transition from the old regime to the new—from a warlike to a warless world—from the era of right of nations to tear one another to pieces to the era of co-operation in the right not to associate with enemies of the common welfare—while the process of universal simultaneous disarmament is under way and advancing toward completion—

The chief military power the trusteeship will need is naval control of the high seas for the enforcement of community decrees.

This control to the extent of four-fifths of all the naval power in the world is now and for years to come must be held by the nations which are already leagued in effort to bring peace by use of the inferior instrument, and which could almost instantly be brought into a permanent league to use henceforth the superior instrument.

After a season of this command of the seas by world society for the world's protection and progress, after the new order has been planted firmly upon its permanent foundations, after all tribes have understood that revolt against the inevitable is mere suicide, even this power of physical control will be no longer needed, may, in its turn, be cast into disarmament discard. The end of the road has been reached—it is the new world.



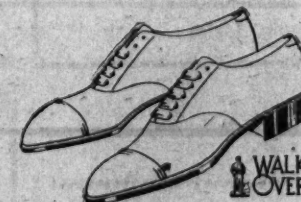
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## SCANDINAVIA UNION TIGHTENED BY WAR

Dr. Egan Says Confederacy Of Nations Is Not Only Possible, But Probable

### FEEL DESERTED BY WORLD

Declares Countries Realise They Need Each Other's Aid For Their Economic Welfare

Recent progress of the war is tending to drive the three Scandinavian nations away from their leanings toward one or another of the belligerents and toward a closer industrial and economic rapprochement among themselves, according to Mr. Maurice Francis Egan, American Minister to Denmark, who spoke recently in New York before the American Academy of Arts and Letters, at the Chemists' Club on the position of the Scandinavian countries. His address was devoted principally to the intellectual and moral tendencies in the three nations.

"There was a time," he said, "before America's entry into the war, when the torpedoing of Norwegian ships by German submarines would have led Norway to declare war on Germany if the cooler heads of the Government had not seen that this was impossible without the aid of Sweden. Norway feels herself a mild and liberal country, and has always been strongly attracted toward English and American ideas."

"The presence of representatives of almost every Norwegian family in the land of Lincoln and Washington has led to a great admiration for America; which, however, weakened after the application of the American embargo. Prior to that Norway had been almost openly unneutral, but like the other Scandinavian countries he was disturbed by the stringency of the American embargo. The Norwegians began to reconsider their admiration for us. They were entirely sympathetic with our cause, but they held that as neutrals they had a right to export to whom they chose."

**Conditions Not Appreciated**  
"When we spoke of shortage of tonnage and difficulties of transportation our remarks had no effect, for American abundance, American generosity, and particularly American efficiency have been so much exploited in Europe that our difficulties were not appreciated."

"In Denmark dread of Germany is a natural condition of mind. Every woman and child in Denmark knows that the fate of the Serbians may be theirs on twenty-four hours' notice. Before the war Germany had gained a grip on the commercial classes, which sentimentally were against her; but since the war there has been a constant and heavy export of Danish foodstuffs to England. Denmark has been full of German agents trying to buy up the exports to England at higher prices, but the Danes have held off and refused to sell. Here, too, however, there has been much resentment against the blockade."

"Germany to the Swedes has for years represented benevolent amiability. Not only was Germany regarded as the best hope of support against the always dreaded menace of Russia, but the ruling classes had for years past been bound to Germany by close kinship of ideas. The aristocratic party which until within the last few months was dominant in Sweden, regarded their country as the Prussia of Scandinavia, despising the Danes and still more the Norwegians."

"However, the masses of Sweden came last year to feel that the pro-Germanism of the ruling classes was leading them toward serious difficulties, now that the Russian danger had been removed. In consequence, Sweden became liberalised and the Swedish King was compelled to meet the rulers of Denmark and Norway to consult for the common interest of the three nations. At the outbreak of the war there were wide differences between the three countries, but a Scandinavian confederacy is now not only possible but probable. The Scandinavians feel that they have been deserted by the rest of the world and must lean upon each other. The ideas of Denmark and Norway are our ideas, and Sweden, relieved of the clinging terror of Russian autocracy, is beginning to approach them."

**Germany Propagated Ideals**  
"Germany made much more effort to propagate her ideals in Scandinavia before the war than did the liberal countries. Though Denmark has long looked to France, and Norway to some extent to America and England, just as Sweden has turned toward Germany, it is still true that Scandinavian intellectuals and men of letters have found most appreciation in Germany. "Danes and Norwegians cannot be read in Sweden, or Swedes in Denmark and Norway, without translation, except by persons who understand both languages; and if a Scandinavian author has no English-speaking market he must largely depend on Germany for his circulation. Yet this fact has not affected Scandinavian literature nor spirit, and the independence of the Danish intellectuals has been notable."

"I have always regarded it as part of my business as a diplomatist to make legitimate propaganda in the country to which I was accredited for the ideas of the nation which I represent. And this is a lesson, which all the free nations must learn."

## Spanish Commissioners See War Horrors At Verdun



Spanish officials on a recent visit to the bloodsoaked field of Verdun, where the heroic French pushed back the troops of the German Crown Prince.

## No Peace Possible Now Is Paris Verdict

By Charles H. Grasty  
Paris, March 13.—Since the Russian collapse, European opinion has been dealing with the new situation created, phase by phase. It takes time to arrive at whole conclusions. As the various parts are pieced together we seem to see a picture of a bigger war than ever fought to a finish, regardless of consequences.

One hears now that peace optimism has collapsed with Russia. There is practically no discussion of peace possibilities. The opinion prevails that Von Tirpitz, Hindenburg, and Ludendorff, and German militarism led by them, have now reached a point where they can control the peace impulses of a majority of the German people.

These leaders are out for a modern Roman empire. They believe in it. They have prepared for it. At all stages they have been game for the colossal risks involved. At times, notably last July, when the peace advocates obtained control of the Reichstag and power, these leaders have been threatened, but the "killing" made recently in the East has restored their authority.

Naturally, the unexpected may happen, but figuring on form, the war has settled into a grimmer and more titanic struggle than ever. The element of starving Germany or otherwise putting on the economic screws has disappeared. Most people with whom I talk believe that now the question is one who can hold out the longer, especially in that last quarter of an hour referred to by M. Clemenceau.

Germany has broken the economic ring drawn around her. She can carry on war trade and survive, even possibly prosper.

Why, then, such confidence as prevails in allied Europe, for the gigantic peril herein referred to does not create a ripple of panic. It is confidence in America. Europe is stronger than ever in the belief that American having come in will stay until the last horn blows.

Every raid at the front in which American soldiers show competency, that is to say, courage mixed with cunning, strengthens European confidence. There is a growing conviction here that America will come with irresistible might.

There is just one big "if." That is the question of the submarine and shipping tonnage. But European faith is pinned to Yankee ability to solve that problem, too.

America, with allied co-operation, will, by sleepless ingenuity and inexhaustible resources, first check the submarine and then master it in time to send those millions of magnificent young men, who, with sufficient training, will become the fresh shock troops to drive the Germans across the Rhine. This is the ultimate victory as visualized by Europe today, and it would be well for every American at home to understand fully upon what foundation all hopes rest.

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## 9 FALL WITH BALLOON FROM HALF MILE IN AIR

Cadet Has Leg Broken And Army Captain Suffers A Severe Scalp Wound

Temple, Texas, March 13.—Captain B. H. Fournier of San Antonio suffered a severe scalp wound, Cadet G. W. Adams broke his leg, and Cadet E. M. Hawley was slightly injured when the balloon in which they were making a trial flight from San Antonio fell from an altitude of 3,200 feet near Killeen, this county, early today.

Six other men whose names could not be obtained were in the basket of the balloon. All suffered injuries. Something went wrong with the valve in the top of the gas bag, it was said, when the balloonists were about to attempt a landing. The crew was unable to close the vent and the balloon dropped at an estimated speed of thirty feet a second. As the bag neared the ground ballast was thrown out in an effort to bring the balloon under control.

## The Advent Of Helene Chadwick

The annals of the stage are filled with instances where girls have jumped from the chorus to stardom in a week, or where they have leaped from extra parts to leads in a very short time, but it remained for Miss Helene Chadwick to eclipse any of these records.

Miss Chadwick is in motion pictures. She is a Pathe star, and plays opposite Antonio Moreno in his first Pathe feature, "The Angel Factory," at the Apollo Theater Monday. Previous to playing in "The Challenge," in which she was seen some months ago, Miss Chadwick had never appeared before the motion picture camera. She is what is known in filmland as "a find." In other words, she is a pretty girl who screens well, has the soul spark so necessary for success in motion pictures, and can act.

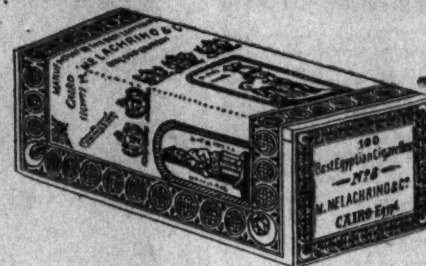
"Like most other American girls, I was interested in moving pictures, always enjoyed seeing them and wanted to act in them," said Miss Chadwick, when talking of her success. "The opportunity never offered itself to me. Some way or other, while I had friends in the motion picture business and acquaintances who told me they thought I would screen well, and many of the artists for whom I

had posed for their paintings told me they thought I should be in the movies, still the opportunity never came to me, until I went to see Mr. Gasnier, President of the Astra Film Corporation.

"It happened to be the psychological time. Mr. Gasnier was in need of an actress to play the leading role in "The Challenge." He was considering other girls who had made reputations in pictures, for the role. He liked my type and it was this that led him to give me the opportunity for a test. When I appeared before the camera, I was somewhat nervous, but I had made up my mind that I was going to get the part and I did my best in following the directions Mr. Gasnier gave me. I felt that I had done fairly well and I must have pleased Mr. Gasnier because he gave me the part."

Miss Chadwick was born in Chadwick, N.Y., a town called after some of her people who came to America a long time ago. She is a descendant of Lord Chadwick of England. She was educated in New York City and while in school began posing for artists and photographers. She is one of the most photographed girls in America. Her pictures having appeared in practically every high class publication in this country.

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## AMERICAN SEAMEN PRAISED IN COMMONS

Admiralty Expresses 'Profound  
Appreciation' Of Destroyer  
Parker's Rescue

SIMMS DECLINES REWARD

Daniels To Consider Plan For  
Bestowing Distinctions For  
Naval Service

London, March 12.—"Profound appreciation" of the work of the American destroyer Parker in rescuing nine survivors of the British hospital ship Glenart Castle, which was sunk in the British Channel February 26, was voiced today by the British Admiralty's spokesman in the House of Commons, Thomas James Macnamara, Financial Secretary of the Admiralty. It was brought out in the discussion that Vice Admiral Simms, commander of the American forces in the war zone, had courteously declined to sanction personal honors to members of the destroyer's crew by the British Government or the owners of the Glenart Castle.

Mr. Macnamara made his statement in reply to questions by Sir J. Forster, Member for the Malden Division of Essex, who called the attention of the Admiralty to the heroism and seamanship displayed by the crew of the Parker, and that under the custom of the Board of Trade, by which a foreign ship was honored with medals or gold plate, the Admiralty might do something of a similar nature in this connection.

Sir Owen Phillips, Chairman and Managing Director of the Union-Castle Line, to which the Glenart Castle belonged, announced that his company, which fully recognized the gallantry of these American sailors, had already approached the American Admiralty and asked permission to reward the men, but, in a "very nice letter," the Admiralty had said this could not be allowed.

Mr. Macnamara replied that the Admiralty had expressed its very deep gratitude for the manner in which the Americans had dealt with this matter. He understood that the American authorities were adverse to the award of personal distinctions. Nevertheless, if the Admiralty could properly make any suggestion to them which would enable it in a substantial way to emphasize its opinion of this act of gallantry, it certainly would do so.

Two of the destroyer's complement deserved the greatest credit, Mr. Macnamara said, for their action in jumping overboard to effect rescues, in view of the temperature of the water, the choppy sea and the distance of the raft from which the rescues were effected.

**Americans Who Jumped Into Sea.**  
The Americans who jumped into the water in the course of the rescues were: J. J. Cole, quartermaster; R. E. Hosmer, boatswain's mate; David Goldman, machinist's mate; Jerry Quinn, coxswain; F. W. Beeghly, yeoman; W. W. Mathews, ship's cook; J. Newman, seaman, and T. F. Trace, seaman.

The Glenart Castle sank at 4 o'clock in the morning. The destroyer, although far distant, picked up a wireless message and hurried to the scene, where she searched the sea for survivors.

The first survivor was sighted at 1 o'clock in the afternoon—a lone man on a raft. In these submarine-infected waters it was impossible for the destroyer to halt and launch boats. She threw a line to the survivor, but he was so weak that he became entangled in the line and was carried astern of the destroyer and severely cut by her propellers. He managed to climb back on the raft.

The destroyer circled the scene and as it passed the raft again, Quartermaster Cole jumped overboard, succeeded in swimming to the raft and brought the man back to the destroyer. He was a fireman, Jesse White of Southampton. He died later on board the destroyer, which continued her search and in the course of the afternoon sighted three more groups of survivors clinging to rafts and wreckage, all of whom were similarly rescued. The survivors were landed in Wales.

**Vice Admiral Simms's Tribute.**  
In congratulating the crew of the destroyer, Vice Admiral Simms telegraphed:

"The work done in wintry seas and gales by all the destroyers' crews has been inspiring, but none more so than the Parker's."

One of the survivors, who was rescued late in the afternoon, said he sighted a submarine while he was struggling in the water. The U-boat passed within a few yards of him. There were two Germans on her decks. He hailed her and asked for help, but the Germans paid no attention to him.

The official report of the sinking of the Glenart Castle, in which it is estimated that 153 persons lost their lives, announced that survivors had been landed by an American torpedo-boat destroyer, the name of which was not given.

**Daniels To Take Up Reward.**  
Washington, March 12.—Secretary Daniels will take under immediate consideration the question of instituting for the American naval service special medals as a reward for service, somewhat along the line of the newly established Distinguished Service Medals adopted for the army.

That there is need for such medals to reward men for exceptional work on destroyers, submarine chasers, and armed merchantmen, for rescuing survivors of torpedoed vessels, and other achievements in the naval service is the conviction of Mr. Daniels, as a result of the reports that have been made on individual cases growing out of the operation of the navy under war conditions. This was emphasized tonight, when Secretary Daniels learned unofficially of the developments in

## Weeding Out The Unfit By Means Of Psychological Tests



An army recruiting officer testing the mentality of a negro applicant by means of cutout blocks. The applicant must place the blocks in their proper place within a specified time.

He is then rated for accuracy and speed. This and similar tests are in use by army officials in determining the mental ability and temperament of the men.

the House of Commons regarding the British desire to bestow honors for the heroism and seamanship displayed by members of the crew of the American destroyer Parker in rescuing survivors of the British hospital ship Glenart Castle.

Secretary Daniels said to The New York Times correspondent that he would immediately take up the matter of instituting special medals in the naval service for distinguished service. The navy awards medals of honor, but only in rare cases. Since the war began it has awarded three medals of honor for instances of conspicuous heroism, one of which went to Teddy McCann of New York, an athlete, the first Naval Reservist to receive the medal.

Gratuities are also awarded by the navy to men for bravery and conspicuous service, but there are many instances where medals of honor cannot be awarded and the best the Secretary can do is to write letters of commendation and offer promotion or gratuities in the absence of Distinguished Service medals.

It was learned at the Navy Department tonight that the Parker, at the time of the rescue of the Glenart Castle's survivors, was commanded by Commander Halsey Powell. He was born in Kentucky in 1883 and was appointed to the Naval Academy from that State in 1900. Nine years later he was appointed a Lieutenant. Before the United States entered the war he commanded the Fourth Division of the torpedo flotilla of the Atlantic fleet.

No official report has been received from Commander Powell at the Navy Department, which was merely notified that the Parker had made the rescue on February 26.

### ANNAMITES ON WEST FRONT

Labor Battalions Are Doing Splendid Service For France

French Front, Feb. 10. (Correspondence of the Associated Press.)—Smart little brown men from Annam and other parts of Indo-China have relieved the French troops of the pick and shovel work which is, next to actual fighting, one of the most important duties of a modern

loading from trains daily on motor trucks and into ammunition wagons millions of shells and rifle cartridges, hand grenades, and aerial torpedoes, needed by their white comrades, laying out roads across fields and marshes where no passage formerly existed, digging reserve trenches, building huts, driving ambulances—these heavy labors are executed by them with wonderful celerity and skill.

In one day, during a recent offensive, a battalion of Annamites transferred from an ammunition train to succeeding convoys of motor trucks 225,000 three-inch shells and 90,000 larger projectiles, and thus helped the French artillerymen win a decisive victory.

Since February, 1916, these Annamites have been in France, or at least the first detachment of them, and soon after their arrival they were found to be of such great utility that their numbers have been largely increased. When volunteers were called for among the existing battalions in the Far East virtually every man in the service asked to be taken to Europe. It is regarded as an honor among the natives of the French colony to serve in the army, and in the ranks of the native battalions are to be found men from the best families of the country, even Princes of the royal blood taking service as privates. Many of the non-commissioned officers are white soldiers who have fought in the colonies and who know thoroughly the language and customs of the natives with whom they live on the best of terms. The natives themselves are in many instances educated and quickly obtain promotion.

Every effort is made to respect the habits and religious practices of the native soldiers, who greatly admire their officers, all of whom have held commands in the colonies. The discipline of the troops is remarkable.

During their leisure hours the Annamites lead a very active life in playing native games, in which great physical strength is called for, and in practicing among themselves military movements and exercises with their weapons. Some of them are real artists in wood carving and

in hammering designs on metal, and they are very proud of showing the work to visitors to their cantonments.

Since they have been in France they have, contrary to expectations, suffered hardly at all from the change of climate and environment. The average number of sick is only sixteen per thousand.

## SPIES FACE NOOSE IN AMERICA SOON

Death By Hanging Is Penalty  
Provided In Bill Now Before Congress

Washington, March 12.—Death penalty for convicted spies is provided for in a bill introduced today by Representative Kelley of Pittsburgh.

The measure is planned to be the final weapon in the hands of the

United States Government against the operation of enemy agents in this country. Under its provisions "any person . . . who acts as a spy for any Government with which the United States is at war or any ally of such Government, and who seeks information with the intention of communicating it to the enemy, shall, upon conviction thereof, suffer death by hanging by the neck."

Mr. Kelley believes the laws now on the statute books give the enemy an opportunity of operating with comparative impunity, as they are often brought before the courts on some minor charge that calls merely for a term of imprisonment or a fine upon conviction.

### BRAZIL ISSUES GREEN BOOK

Declares Germany Menaces Old World Principles And Ideals

Rio Janeiro, March 12.—The Brazilian Government today publish-

ed a Green Book containing diplomatic correspondence on the international affairs of Brazil during 1914-1917.

Among the documents are messages of congratulation received from North and South American Governments and the Allies, many concerning the rupture of diplomatic relations with Germany, and others regarding the proclamation of a state of war.

Instructions sent to the Brazilian Ambassador in Buenos Aires declare that it was necessary to establish the political unity and solidarity of the American nations. North and South America, it was declared, had become the abiding place of principles and ideals constituting the heritage of the moral civilization of the Old World, which were threatened with extinction by Germany.

The Green Book also contains the texts of communications between Great Britain and Brazil and between Brazil and France.



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## TIMBER SIZES CUT TO SPEED UP SHIPS

Southern Pine Will Be Used  
On Atlantic And Gulf  
Built Vessels

Washington, March 13.—Renewed efforts to hasten the wooden ship-building program were launched today by the Shipping Board.

Authority has been given to Southern yards to use smaller timbers in ship frames, thereby obviating the necessity for bringing large timbers from the Pacific coast. A circular letter sent to all wooden shipbuilders by James O. Heyworth, manager of the division of wood ship construction, called for new methods of building by which more men can be employed simultaneously on each ship.

"This is no time to work on the old basis for wooden ship construction," the letter said. "The country needs ships more than anything else. We must have them. Production must be speeded up. Real co-operation between the shipbuilders of each district can double our production in the next six months."

### Pine Growers Had Protested

The order permitting the use of smaller timbers follows urgent protests from Southern pine growers, who have contended that they have plenty of lumber of sufficient size and that the board's insistence upon the big timbers required by the original specifications was unnecessarily holding up the building program.

Mr. Heyworth's letter called attention to the wide difference in the number of men employed on a ship at one time by different yards. While some yards work 400 men, others work as few as 125, progress being correspondingly slow.

"In the Ferris standard type ship," the letter said, "the plans are so accurate that much of the wood work can be done with safety by sawing to the exact dimensions. We have records of yards where they have put as high as 500 men on a ship to advantage. In one yard this has caught up previous delay by more than two months."

### Modify Ferris Type Ships

"Shipbuilders in each district should form an association and meet at least once in every two weeks. Remember that a week now is equal to one month in ordinary times. It is your duty to the soldiers abroad to take the utmost advantage of this fact and act accordingly."

Architects of the Shipping Board are now engaged in designing a modified Ferris type ship, contracts for 150 of which will be awarded to Gulf coast builders as soon as ways are available. Southern pine manufacturers pledged the industry to produce timbers for at least 300 of the modified Ferris ships a year in addition to schedules on which the mills are now working.

The new plans call for frame timbers of a maximum width of 24 inches, instead of 34 inches as required by the original specifications. Pacific coast yards will continue to use the original design, as the larger timbers are plentiful there.

### ISHII TELLS GERMAN ERROR

Amazing Mistake To Underestimate America And England

Viscount Ishii, lately Special Commissioner from Japan to this country and recently appointed Japanese Ambassador to the United States, in an article in the Tokio Taiyo, a lead-

## German War Prisoners Aiding Removal Of Wounded



German prisoners, even the wounded, as a rule, give more help to the Allies than the cost of their maintenance. Almost any day they may be seen laboring in the fields of

France or making crude toys for children less unhappy than they have made the children of Belgium. The photo shows German prisoners carrying a wounded comrade to an emergency hospital.

ing Japanese magazine, points out that the democratic spirit of the United States is naturally opposed to militarism, and that Germany committed a colossal mistake in deliberately making America her enemy. He urged his countrymen to take a more active interest in the war.

"At the beginning of the war Germany despised the strength of England," he said, "and accepted the hazard of her coming to the aid of Russia and France; even in the course of the grueling conflict she still ignored the possible military strength of the United States as a factor in the world's military conflict. It was an amazing miscalculation that she failed to realize into what a formidable military power a great industrial nation like the United States or England can be turned, when occasion becomes imperative."

"In ordinary times the democratic spirit of the United States and England is naturally opposed to militarism. Their peoples in time of peace seem to have no aptitude for war; but let the war come and the national temperament undergoes immediate change. All difference of opinion gives way to one common interest of the nation. Patriotism dominates every other human impulse. Such is the lesson taught by the history of the United States and England. That thoughtful

German minds should have overlooked these characteristics of the people of the two great nations that they have antagonized is inexplicable, except that they saw nothing in the path of their ambition.

"Whenever I have read the history of the United States or England I have admired the patriotic spirit that never failed to respond to love of country. This impression is strengthened by my recent observations. Our party was in the United States just at the time the new conscription act was going into effect. If I am not mistaken the number of recruits expected to be raised in the first order of mobilization was 750,000 or 800,000. Altogether the Government hoped to have about 1,450,000 soldiers or active service as soon as they could be properly trained. In ordinary times the civilian soldiers of each State are under the control of the State; in an extraordinary time, like the present, they are under the direct control of the President.

"I saw many large barracks for these soldiers in process of building, and I was astonished at the regularity with which they were laid out, the rapidity of their construction, the greatness of the scale, the excellent sanitary precautions, and especially the highly developed connection of America's mechanical industries which made possible the carrying out of such a huge undertaking."

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- |   |                 |                         |
|---|-----------------|-------------------------|
| 1 | Concerto        | Saint Saens (France)    |
| 2 | (a) Andante     | Tartini                 |
|   | (b) Aria        | Lotti                   |
|   | (c) Menuet      | Boehmerini (Italy)      |
|   | (d) Airs Baskys | Piatti                  |
|   |                 | B. Sykora               |
| 3 | Suite           | Mozskowski (Polish)     |
|   |                 | Miss Katherine Campbell |

## INTERVAL

- |   |                      |                        |
|---|----------------------|------------------------|
| 4 | Sonnet               | Henry Eccles (England) |
|   |                      | (1670-1745)            |
| 5 | (a) Chant triste     | Arensky                |
|   | (b) Chanson tr ste.  | Tschaikowsky (Russia)  |
|   | (c) At the Waterfall | Davidoff               |
|   | (d) Variations       | Sykora                 |
|   |                      | B. Sykora              |

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## PILE DRIVERS STRIVE FOR NEW RECORDS

Port Newark Workmen Willing To Meet The Hog Island Crew At Any Time

### OTHERS MAKE CHALLENGES

Figures Given Out Show That The Mark Of 78 A Day Set By Gordon Has Been Surpassed

New York, March 13.—The race of the pile-driver is on and it won't end until the war is over. The contest for supremacy started with the report in The New York Times Tuesday that a pile-driving crew headed by Captain Bill Gordon and Engineer Pace at the Hog Island shipyards had achieved a record of seventy-eight piles in one working day of eight hours and twenty-five minutes and had challenged any pile-driving crew in any of the shipyards of the country to beat that record.

Pile drivers in all the shipyards around New York yesterday were hammering away to put the Hog Island record in the shade. The snap of a challenge was all that was needed to stir up the fighting blood of these toilers on the ways and docks of the nation's rising shipyards, and Bill Gordon issued that challenge. Now, according to other pile-driving crews, he will have to defend his record. His mark of seventy-eight piles per day was yesterday surpassed, according to reports.

W. E. Gore, engineer for the Mason & Hanger MacArthur Brothers, which is constructing the quartermaster store houses at the Port Newark Terminal, announced that on February 13 Pile-Driving Crew 30, headed by William O'Neill as Captain and Charles Schenk as engineer, drove 105 piles in one day. Two days previous to that, the same driver with the same crew drove a total of eighty-three piles, according to an announcement. Now, if Captain Gordon and his crew want to enter into a pile-driving contest, the Port Newark Terminal drivers are willing not only "to take them on at any time," but also to "cover any amount of money which the Hog Island contractors care to put up," according to an announcement made yesterday by Mr. Gore. He added that there was not the slightest doubt that the crews working on the store houses at the Port Newark Terminal, when it came to driving piles, were as good if not better than any in the country.

R. D. Case, Secretary of the Raymond Concrete Pile Company, also answered Captain Bill Gordon's challenge by citing the records of two foremen, Tom Nelson and Len Hanson. According to Mr. Case, Foreman Tom Nelson, some months ago, drove 140 concrete piles in 10 hours, or an average of 14 piles per hour for 10 consecutive hours. This work was done for the Briar Hill Steel Company at Youngstown, Ohio. Previous to that, he said that Foreman Len Hanson placed 115 concrete piles in 10 hours, or an average of 11 piles per hour for 10 consecutive hours. This work was done for the Chevrolet Motor Company at Flint, Mich.

"You will note," Mr. Case stated, "that these two foremen placed concrete piles which are somewhat more difficult than wood piles to drive and handle. We would be very glad to have the above record called to the attention of Captain Bill Gordon and Engineer Pace. We, too, would like to hear from any pile driving crew who thinks it can beat this record, even driving wood piles. We are sure that this challenge ought to bring a number of responses."

Captain Thomas Carrough, union steward for Local 1,456 of the United Brotherhood of Carpenters and Joiners of America, at the Port of Newark yards, also challenged Bill Gordon's record.

"We are open," he said, "to any competition with any crews at Hog Island or any other part of the country in speed-up work on Government contracts. We have some of the best captains in the country in this class of work. We will challenge the crew of Captain Bill Gordon or any others under the same conditions."

Some of the records cited by Captain Carrough on Government work at the Port Newark Yards were Captain George Black, 61; Captain Fred Beauchamp, 61; Captain Al Harris, 81; Captain Harry Olsen, 105; Captain P. Goffney, 110. Captain Goffney's crew, he said, drove the 110 piles in an eight-hour day.

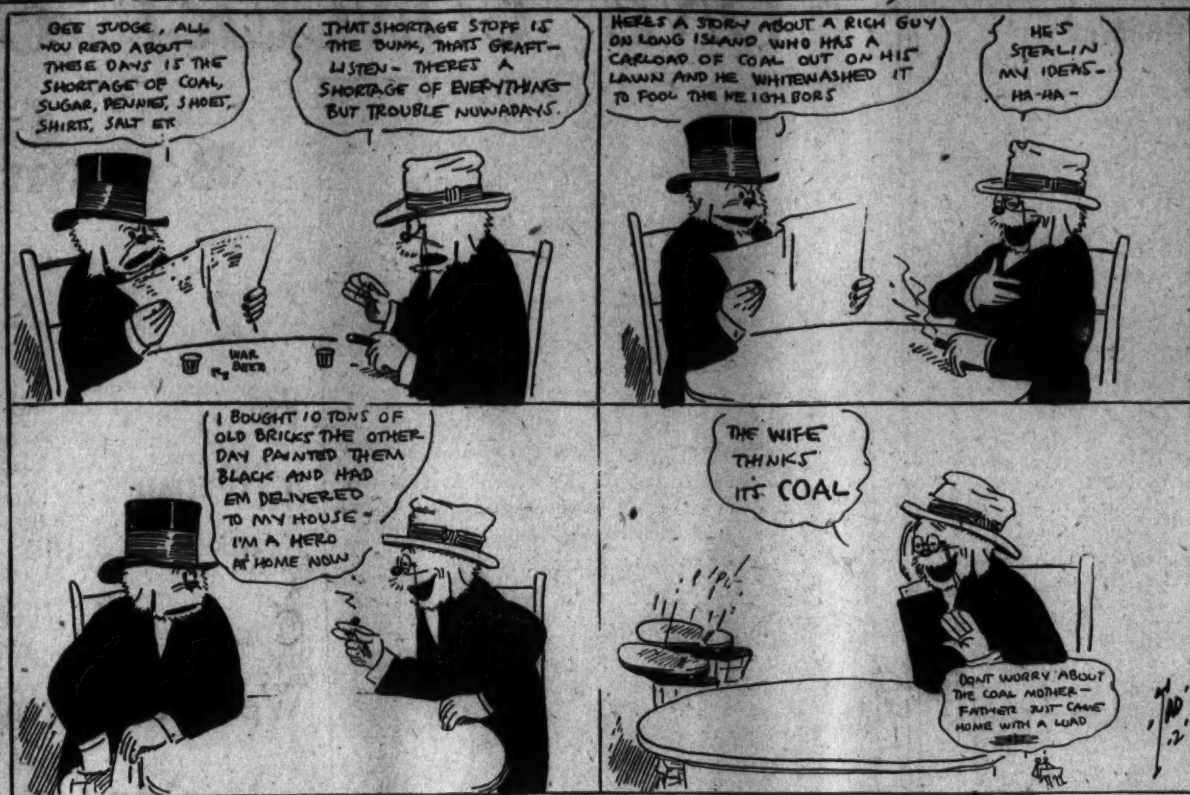
## New York Police Recover 1,905 Cars

There were 2,269 automobiles stolen in the streets of greater New York in 1917. Of this number 1,905 were recovered by the Police Department. Three hundred and sixty-six cars are still missing. Eighty-five cars that were recovered in New York that were stolen from other towns and cities. The police say 428 of the stolen automobiles were taken solely for "joy riding."

### THE DASH LAMP

If your dash lamp is not well shaded you will find it helpful to substitute a blue bulb for a clear one. The blue light sufficiently illuminates the instruments but eliminates glare—troublesome to the driver.—M. Weston.

## Judge Rummy



## CALIFORNIA SUES FORD IN CORPORATION DUEL

State Begins Action Against Auto Concern To Collect \$24,000

Sacramento, Calif., February 20.—A suit by the state to collect \$24,000 as the franchise tax levied against the Ford Motor Car company in 1915 by the state board of equalization, and penalties aggregating \$3,000 for alleged failure of the corporation to make the payment, was set for hearing here today in Judge Peter J. Shields' department of the superior court.

The action was filed April 6, 1916, 10 days after United States Senator Johnson, then governor of California, had issued a proclamation denying the Ford company, among other corporations, a right to transact intra-state business in California and declared forfeited charters of corporations that had failed to pay the tax.

This proclamation directly affected the two distributing and assembling plants of the Ford company maintained in San Francisco and Los Angeles. The proclamation did not apply to interstate business transacted by the company.

Under the provisions of the franchise tax law failure to obey the proclamation would be subject to a penalty of \$100 for each day intra-state business was transacted.

Attorneys for the Ford company claimed the tax was "unjust, discriminatory and that the procedure under which the corporation's charter was forfeited was unconstitutional."

Earlier in March, 1916, the United States District Court in San Francisco denied the application of the corporation for an order to restrain the governor from issuing the proclamation. This case is pending in the United States supreme court on an appeal by the Ford company.

The tax-levy was based on a report submitted to the state board of equalization under a provision of the law requiring foreign corporations to set forth annually in March its total transactions in and out of the state.

with the amount of business done in California stated separately.

In rendering its report for the assessment year of 1915, the Ford company, members of the state board of equalization said, "failed and refused to give some of the information required."

It did, however, submit a report stating its paid up capital was \$2,000,000; that it owned tangible property in San Francisco and Los Angeles which was assessed at \$573,930; that on September 30, 1915, it had in its surplus account \$48,827,037; that for the calendar year 1914 it did a total business of \$120,251,626.42, of which amount \$7,000,000 constituted the California business. The company showed that at the end of 1914, it had made a gross profit of \$30,388,454.63, and had allotted to dividends \$9,200,000.

## 500 Women Drive In New York State

Women have taken to war work in all ways that best present, one form of work in particular being the driving of automobiles in war service.

A New York writer. A few years ago the woman chauffeur was a true novelty and only a few women really drove their own cars. Last June and July, just after the United States entered the war, there was a great rush of women to take out chauffeurs' licenses so that they might qualify for ambulance driving abroad as well as for other services in New York. Altogether there were 222 women registered as regular chauffeurs in 1917. There now are about five hundred so licensed in New York State. It is to be remembered that by chauffeurs is meant women who pass the same technical and road tests as regular professional drivers on taxicabs, motor trucks and other vehicles whose drivers work for hire.

### Piece Goods & Yam

Messrs. Ilbert & Co's report for week ending April 19, says:—

Piece Goods.—We have again experienced a slack market with dropping prices owing to the continued absence of demand coupled with the receipt of telegraphic news during the early part of the week of a sharp slump in American cotton. There is no reason why a downward movement in the price of the raw material should have a weakening influence on prices of cloth here, as replacement would be no less

impossible for manufacturing and shipping reasons with cotton at a considerably lower figure than it is today. Moreover the number of looms now available in England and America for commercial purposes is so limited that cloth prices are not so dependent on cotton as they are in normal circumstances. As a matter of fact there appears to be some uncertainty as to what the New York price really is, owing to conflicting telegrams on the subject, and the reason given for the decline is the supposition that the authorities in the United States intend to fix a maximum price substantially below the present value on the open market.

The news from the interior centers continues to be discouraging and the trade of the greater part of the country which is supplied from here is still held up by the activities of political and military adventurers. Practically all the trade done during the week has been for nearly Yangtze ports and Tientsin in very small quantities.

Grey Shirtings Generally.—Demand has been very dull all round but prices remain nominally steady. A small business has been done in the following: 84 lbs. for Northern ports:—Green Mandarin at Tls. 4.75, Green Horseman at Tls. 4.70 and Red Mandarin at Tls. 4.65. Auction prices were on the whole steady, with a firm tendency for 84 lbs.

T-Cloths.—We hear of a few transactions for Tientsin in the following: Six Phoenix at Tls. 5.00 and Four Phoenix at Tls. 4.60.

White Shirtings.—A little local business is all that we are able to report, particulars being disclosed of only one

sale, namely Red Small Dog at Tls. 9.25. Prices for the auction chops were rather irregular.

Drills and Sheetings.—Very little enquiry has been experienced and only a small trade in Japanese cloths is reported as follows:—

Drills.—Phoenix at Tls. 5.20. Sheetings.—Nine Dragons at Tls. 5.70 and Dragon head at Tls. 5.65.

Dyed and Fancy Cottons.—Business is practically non-existent outside the auctions where prices showed no special tendency one way or the other.

Cotton.—Our market for the local staple has been quiet with a decidedly easier tendency due in all probability to the recent rapid decline in prices on the New York market.

Quotations today are: Tungechow Tls. 42.00, Steam Ginned Tls. 40.50, Ordinary Shanghai at Tls. 39.50 to Tls. 40—these quotations are as a matter of fact nominal.

Reuters' cable dated London 12th instant gives the Liverpool quotations as follows: Good Middling American at 24.9d. Egyptian Fully Good Fair Sakellaris at 31.13d. and P. M. G. Bengal and Seinde at 18.72d. per lb. Local Yarn.—Our market continues in a very dull and unsettled state. In the present absence of any consumptive demand from the interior markets prices are not likely to show any further immediate improvement.

According to the Customs returns the deliveries this year of local yarn to date are only 185,741 piculs as compared with 259,100 piculs for the cor-



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SUPERIOR QUALITY GROCERIES  
J.H. NEWBAUER & CO.  
SAN FRANCISCO




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**Zylstra & Co.**  
6 Klukiang Road.  
Tel. Central 4739

## Fire Bells Are Ringing!

—and Mr. Knott Insured says: "Maybe they are going to my house, and I haven't taken out that policy."

We Write  
Fire  
Insurance



Better see us before it happens  
**RAVEN TRUST CO., LTD.**  
INSURANCE

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## THE KAILAN MINING ADMINISTRATION

**KAIPING Coal Coke**

For all Industrial and Household Purposes

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responding period in 1917. The shortage is undoubtedly due to the internal troubles throughout the country, as the holdings in the interior are reported to be by no means heavy. A few sales were made during the earlier part of the week and are reported as follows:—  
12½ 200 Bales Teenkwan at Tls. 147.00, 14½ 200 Bales Four Hee at Tls. 156.00, 200 Bales Frying Horse at Tls. 151.00, 16½ 500 Bales Two Tiger at Tls. 173.00 and 1,200 Bales Watermoon (heavy) at Tls. 176.00.  
Indian Yarn.—We have no business to report in these spinings.  
Japanese Yarn.—The only sale made public is 200 Bales No. 20's Man Fish at Tls. 173.00.

Worn spots can easily be repaired with JOHNSON'S PREPARED WAX



### Door-Ways Are The Bug-Bear

of finished floors. They receive the hardest wear, and naturally need most attention. Busy housekeepers and careless maids allow the finish to wear entirely off, and soon the wood gets rough and splintery. It's a very simple matter to have beautiful floors if the doorways are kept well-polished with

**JOHNSON'S PREPARED WAX**

"The Dust-Proof Polish"

It is splendid for linoleums, too—for it brings out the pattern and preserves it. Johnson's Prepared Wax imparts a beautiful, durable polish—easy to keep clean. Less than an hour is required for polishing an ordinary-sized floor, and it may be walked upon immediately.

There is nothing like Johnson's Prepared Wax for keeping dining room tables bright and tempting. Hot dishes have no effect whatever upon it.

Every family has dozens of uses for Johnson's Prepared Wax. Keep a tin always on hand for polishing your

Linos.  
Floors

Piano  
Furniture

Woodwork  
Motor Car

Johnson's Prepared Wax is supplied in household and larger sizes.

It may be obtained from all good shops, or from

**S. C. JOHNSON & SON**

Racine, Wisconsin, U.S.A.

or

**ARTS & CRAFTS, Ltd.**

Shanghai

## Do You Want to Increase Your Weight?

We produce 30,000 sacks of highest quality flour each day from best Chinese Wheat, free from dust and impurities. Our production of Bran amounts to 250 tons per day. We have been favored with orders from all over China, as well as from Singapore, Java, Sumatra and other Pacific Islands, and European ports. We have received the "Panel of Honor" from the President as a prize for the superiority of our flour, which consists of the following brands:

BATTLE-SHIP  
in green

STAR DECORATION  
in green

HAPPINESS  
in blue and red



To avoid imitation, the public are cautioned to note the above illustrations which are printed on each sack of the respective brands, viz: The "Battle-ship" and the "Star Decoration" are in green print, while the "Happiness" is in blue and red. Samples furnished free on application to our head office, 49 Avenue Edward VII, Shanghai. Best attention given to enquiries for quotations, and orders promptly executed.

**MOW SING AND FOH SING FLOUR MILLS**  
Factories at Wush and Shanghai

T. K. YUNG,

General Manager.

Head Office  
Tel. 1053.

Tel. Add:  
5399 Shanghai.



## Far Eastern News Notes

The establishment of a school to train coroners is contemplated by the Ministry of Justice in Peking.

Mr. Chu Chao-hsin, the President's English Secretary, who has been appointed Consul-General at San Francisco, was expected to leave Peking for his post last Friday.

The other day a mason while digging a ditch on Yungsha Hutung, West City, Peking, unearthed an ancient vase and sold it to a passerby for twelve coppers. The latter took it to a curio dealer who offered him thirty dollars, but he would not part with it.

On behalf of the Mongolian princes, the President of the Board of Mongolian and Tibetan Affairs has approached the Ministry of Finance for funds to pay their allowances which are in arrears and amount to more than three hundred thousand dollars.

Messrs. Liang Shih-yi and Chow Tse-chi have left Peking for Tientsin to attend a banquet given by Ex-President Li Yuan-hung in the latter's mansion.

Admiral Tu Hsi-kwei, Commander of the Second Squadron of the loyal fleet, has sent a telegram to the Government saying that six warships under him have proceeded up the Yangtze and he will himself soon go to Ichang.

A large quantity of ammunition has been sent to Peking from the arsenal at Tientsin. The Ministry of War sent a delegate to take delivery of the munitions at the railway station.

Of the currency reorganization loan only ten million dollars have been paid to the Government and the other ten million are being held up owing to the recent change of the Cabinet. As the Ministry of Finance needs funds very badly, Baron Sakatani has been asked to approach the Group Bankers for the balance of the loan.

At the meeting of the Joint Office of War and General Staff it was decided to despatch a brigade of Fengtien troops to relieve General Lung Chi-kwang in Kwangtung, one brigade to Ichang and one to Shensi. The authorities concerned have been duly notified of the Government's decision.

Many causes are given for the fire which demolished the busy Bazaar at Lung-fang-tou-tiao, outside the Chienmen, Peking, a week ago. Some say that it was caused by a defective electric wire, while others believe it was originated in a kitchen. The Ministry of Agriculture and Commerce, owner of the property, is conducting a strict investigation. Over a hundred small shops in it were burnt down and the damage is estimated at \$900,000, the whole premises being insured for \$500,000. Two goldsmiths' stores and a modern hotel in the neighborhood were also destroyed by the conflagration.

From Hongkong it is learned that the British flag has been hoisted on five out of six Dutch steamers under detention at Hongkong the other going to the U. S. A. Two of the five have been allotted to the P. O. S. S. Co. and the other three to the Indo-China S. N. Co.

## Mail Notices

## MAILS CLOSE

For Japan:—  
Per N.Y.K. s.s. Kasuga Maru Apr. 23  
Per N.Y.K. s.s. Chikuzen Mar. Apr. 24  
Per N.Y.K. s.s. Chikugo Mar. Apr. 26  
Per N.Y.K. s.s. Yawata Mar. Apr. 27  
For U.S. Canada and Europe:—  
Per P.M. s.s. Venezuela Apr. 27  
Per N.Y.K. s.s. Katori Maru Apr. 29  
For Manila:—  
Per N.Y.K. s.s. Suwa Maru Apr. 23  
MAILS DUE.  
From U.S. Canada and Europe.  
Per N.Y.K. s.s. Suwa Maru Apr. 23  
Per O.S.K. s.s. Chicago Mar. Apr. 25

## COMMERCIAL CABLES

London, April 16.—Today's rates, prices and deliveries were:—  
Cottons 2 1/4% for a-c ..... \$55 1/4 d.  
Cheques on London at Paris ..... Fr. 27.16 1/2  
T. T. on London at New York ..... G. \$4.76 1/4  
Bar Silver (Spot) ..... 47 1/4 d.  
Bank of England Rate of Discount ..... 5%  
Market rate of Discount ..... 3 1/2%  
Cotton: Egyptian Fully Good Fair Sakellarides ..... 30.56 d.  
Cotton: M. G. Fine Sindh and Bengal ..... 17.84 d.  
Cotton: Good-Middling Am-

ericans ..... 23.24 d.  
Plantation Rubber May to June (Sellers) ..... 2s. 5d.  
Deliveries China Silk 160 Bales  
Deliveries Canton Silk 78  
Deliveries Japan Silk 248  
Tone of Tea Market nothing doing

## BAR SILVER

London, April 15.—Today's Bar Silver prices were:—  
Bar Silver Spot: 47d. Sellers hold-  
ing back. Firm.  
Previous quotation, London, April 13:—  
Bar Silver Spot: 46 1/4 d. Steady.

## THE CHINA PRESS MAIL SCHEDULE

SUNDAY, APRIL 21, 1918

Date and Destination	Per	Chl.	Br.	USA	Rus.	Jap.	Reg.
<b>Today</b>							
Manila	Suwa maru	21.00	..	..	..	16.00	15.80
River Ports	Train & Str.	9.00	..	..	..	..	21.00
Swatow, Hongkong & Canton	Wosang	..	..	..	..	63.00	8.80
Hongkong and Canton	Keelung maru	8.00	..	..	..	..	7.80
Foochow	Train	..	17.00	..	..	..	17.00
Peking and Tientsin (Every day)	Train (Daily except Sunday)	..	15.00	..	..	..	..
<b>Tomorrow</b>							
Russia via Siberia (Express)	Via Pukow	21.00	17.00	..	18.00	..	30.50
Hongkong	..	..	17.00	..	..	..	..
Japan Ports	Kasuga maru	20.00	17.00	..	..	..	21.00
Hongkong and Canton	Swatow	21.00	..	..	..	..	21.00
River Ports	Swatow	21.00	..	..	..	..	21.00
Swatow, Hongkong & Canton	Huichow	..	17.00	..	..	..	..
Swatow and Hongkong	..	..	15.00	..	..	..	..
Hankow	..	..	15.00	..	..	..	..
Wungai	..	..	15.00	..	..	..	..
Tientsin, Manchuria & Dairen	Sakaki maru	19.00	..	..	..	..	18.80
Hongkong and Canton	..	16.00	..	..	..	..	15.80
Hongkong, S. Ports, Australia, Straits, Ceylon, India & Cape	..	16.00	..	..	..	..	15.80
U. S. A. & Europe via Canada	..	..	..	..	..	..	..
U. S. A. & Europe via India and U. Kingdom via Suez	..	..	17.00	..	..	..	17.00
<b>Tuesday, April 23.</b>							
Japan & America via Nagasaki	Kasuga maru	..	..	..	30.00	..	30.20
Japan Ports	Chikuzen maru	20.00	17.00	..	..	..	17.00
Weihsaiwei, Chefoo & Tientsin	Tungchow	9.00	..	..	..	..	8.80
Weihsaiwei, Chefoo & Tientsin	Esang	21.00	18.00	..	..	..	21.00
Manila	Train & Str.	21.00	..	..	..	..	21.00
River Ports	..	..	..	..	..	..	..
<b>Wednesday, April 24.</b>							
Japan & America via Moji	Chikuzen maru	21.00	17.00	..	18.00	..	30.80
Russia via Siberia (P. Train)	Via Pukow	..	..	..	..	..	..
<b>Thursday, April 25.</b>							
Weihsaiwei, Chefoo & Tientsin	Shengking	9.00	..	..	..	..	8.80
<b>Friday, April 26.</b>							
Japan & America via Nagasaki	Chikuzen maru	..	..	..	10.00	..	9.80
Japan Ports	..	..	8.80	..	..	..	..
<b>Saturday, April 27.</b>							
Nagasaki, Kobe, Yama, Canada, U. S. A. & Europe via Canada	Venezuela	..	17.00	..	..	..	17.00
Japan and U. S. A. via Moji	Yawata maru	..	10.00	..	..	..	10.00
Japan ports	..	..	8.00	..	..	..	..
Chefoo and Tientsin	..	..	8.00	..	..	..	..
Swatow	..	..	12.80	..	..	..	..

A Letters and boxes with declared value 9.30 a.m. Parcel post and Money orders 9 a.m.  
B Letters and Boxes with declared value 8 p.m. on previous day. Parcel post 4 p.m. and Money orders 3 p.m. on previous day.  
C Letters and boxes with declared value 10 a.m. Parcel post and Money orders 9.30 a.m.  
D Letters and Boxes with declared value 3.30 p.m. Parcel post 4 p.m. and Money orders 3 p.m. on previous day.  
E Parcel post 5 p.m.  
F Letters and Boxes with declared value 8 a.m. Parcel post 4 p.m. and Money orders 3 p.m. on previous day.  
G Letters and Boxes with declared value 8.30 a.m. Parcel post 4 p.m. and Money orders 3 p.m. on previous day.  
Mails for Hankow close every day at 11.30 a.m. and 9 p.m. Registration at 11.30 a.m. and 9.30 p.m. and for Peking and Tientsin every day at 9 p.m. Registration at 5 p.m. at the Russian Post Office.

## WE DEFY COMPETITION!

We have just received a large shipment of the famous

## "N.R.C." Grooved Tires And Tubes

ALL SIZES ALL SIZES

Full particulars on application to

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Tel. Cent. 402

## Shipping Items

The C.N. s.s. Shantung left Hongkong for Shanghai on Thursday.  
The C.N. s.s. Tatung left Hankow for Shanghai on Thursday.  
The L.C. Tuckwo left Hankow for Shanghai on Thursday.  
The Y.N.K. s.s. Suway Maru left Hankow for Shanghai on Thursday.  
The C.M. s.s. Kiangyung left Hankow for Shanghai on Friday.  
The C.N. s.s. Wuchang left Hankow for Shanghai on Friday.  
The N.Y.K. s.s. Suwa Maru left Yokohama on the 14th instant, may be expected to arrive tomorrow. She will be despatched for Manila on Wednesday the 24th instant.  
The C.M. s.s. Kiangwah left Hankow for Shanghai yesterday.  
The N.K.K. s.s. Fengyang Maru left Hankow for Shanghai yesterday.  
The C.N. s.s. Tungting will leave Hankow for Shanghai today.  
The C.N. s.s. Xingchow will leave Hongkong for Shanghai today.  
The N.Y.K. s.s. Chikuzen Maru left Moji for Shanghai on Friday, may be expected to arrive today about noon. She will be despatched for Moji on Wednesday, the 24th instant.

## Sicawei Weather Report

19.—Fine weather in our regions; becoming overcast in the Yangtze Valley and in Fukien. The barometer has considerably risen in Chihli but very moderately in the Central districts, where a double atmospheric current (from the North and from the South) are converging to.

20.—Thunder storm at 7 a.m. in the westward of Shanghai. After having veered from the S.W. to the N.W. and N.E. at Sam the wind backs to the N.W. and N.

Saturday, April 21, 1918.

WEATHER 4 A.M. 9 A.M.

Bar. at Centg. mm. 759.96 761.11  
Bar. at Centg. inches. 29.92 29.97  
Variation for mm 24h -0.04 -0.71  
Variation for mm 12h +0.18 +0.12  
Wind—Direction SE N  
Wind—Kilom per hour 17 8  
Wind—Miles 10.6 5.0  
Temperature—Cen 16° 15°  
Temperature—Fah 61.0 62.2  
Humidity co 86 96  
Nebulosity 5-10 10 10  
Rainfall mm — 1.8  
Rainfall inches — 0.07

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and to practise economy

IS TO DEAL EXCLUSIVELY WITH

## SINCERE'S

We specialise in the following:

Provisions  
Wines and Spirits  
General Hardware  
Furnishings  
Trunks and Bags  
Furniture  
Haberdashery  
Footwear  
Underwear  
Silks  
Jewellery  
Optical Goods  
Clocks and Watches  
Electrical Novelties  
Crocery,  
Etc., Etc., Etc.

## SINCERE'S

THE UNIVERSAL PROVIDERS

Nanking Road

Tel. 4733-34-35

## Departures

Date	For	Ship's Name	Tons	Flag	Agents
Apr. 20	Wenchow via Ningpo	Kwangchi	814	Chi.	C.M.S.N. Co.
.. 20	Hankow etc.	Nagasaki Maru	1968	Jap.	N.Y.K.
.. 20	do	Wankin	1719	Br.	R. & F.
.. 20	Hankow etc.	Teanghat	475	Br.	C.L.A. & L. Co.
.. 20	Japan	Omi maru	3222	Jap.	N.Y.K.
.. 20	Ningpo	Kiangteen	1612	Chi.	C.M.S.N. Co.

## Men-of-War In Port

Section	Date	From	Name	Rating	Tons	Guns	Man	Commander
B.V.I.I.	Apr. 20	Cruise	Chiyoda	Jap. g-b.	..	..	..	..
N.M.B.	Apr. 20	Cruise	D. de Lagree	Fr. g-b.	..	..	..	..
ONW.P.	Oct. 26	Cruise	Nightingale	Br. g-b.	80	..	..	..
P.A.O.B.I.	..	Cruise	Villalobos	Am. g-b.	..	..	..	..



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SOLE AGENTS

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and  
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TEMA

6 Ave. Edouard VII  
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Phone 462/3"BEAR BRAND" STERILIZED  
BERNESE ALPS CREAM

THE BERNESE ALPS MILK CO.

1 Foochow Road.

## SCIENTIFIC EYE-TESTING

Precise Duplicating Fine Repairing.

## ACCURATE LENS GRINDING

Toric and Kryptok Lenses, Sun-glasses, Protection Goggles & Everything Optical  
Special rate to Doctor's prescriptions

## CHINESE OPTICAL COMPANY

P 352 Nanking Road, cor. Lloyd Road  
Branches: Peking, Tientsin, Hankow, Changsha, Hangchow

## ICHIKI &amp; COMPANY

RED HOUSE!!!

Y. No. 36, North Szechuen Road.

30 Cents

A Copy of Sheet Music

Piano, Organ, Violin, Mandolin and other Musical Instruments

## SHANGHAI-NANKING RAILWAY ABRIDGED TIME TABLE

Shanghai North To Nanking—Up (Main Line)									
STATIONS	Local	Express	Fast	4th	3rd	2nd	1st	Express	Local
SHANGHAI	7.55	9.10	9.40	12.45	15.25	17.15	18.00	22.00	..
DOOCHOW	..	9.41	11.22	12.20	14.55	16.15	17.27	1.08	..
WUSU	..	10.21	12.24	13.41	15.54	16.27	17.27	2.10	..
TANYANG	..	10.50	12.52	14.16	16.28	16.45	17.27	2.10	..
CHANGCHOW	..	11.15	13.16	14.41	16.53	17.10	17.27	2.10	..
CHINKIANG	..	11.45	13.46	15.11	17.23	17.40	17.27	2.10	..
NANKING	..	12.15	14.16	15.41	17.53	18.10	17.27	2.10	..
Nanking To Shanghai North—Down									
STATIONS	Local	Express	Fast	4th	3rd	2nd	1st	Express	Local
PEKING	..	..	..	..	..	..	..	11.40	..
CENTRAL	..	..	..	..	..	..	..	12.10	..
TSIENANFU	..	..	..	..	..	..	..	12.40	..
PUKOW	..	..	..	..	..	..	..	12.55	..
NANKING	..	..	..	..	..	..	..	13.10	..
CHINKIANG	..	..	..	..	..	..	..	13.40	..
CHANGCHOW	..	..	..	..	..	..	..	14.10	..
TANYANG	..	..	..	..	..	..	..	14.40	..
WUSU	..	..	..	..	..	..	..	15.10	..
DOOCHOW	..	..	..	..	..	..	..	15.40	..
SHANGHAI	..	..	..	..	..	..	..	16.10	..

R. Restaurant Cars. \*Connects at Pukow with the through Siberian service. S. Sleeping Cars.

Woosung Forts to Shanghai North—Up (BRANCH LINE)									
STATIONS	Local	Express	Fast	4th	3rd	2nd	1st	Express	Local
WOOSUNG	6.50	8.10	10.30	12.15	14.40	16.30	18.10	20.45	..
SHANGHAI	7.17	8.37	10.57	12.42	15.07	16.57	18.37	21.12	..
SHANGHAI NORTH	7.25	8.45	11.05	12.50	15.15	17.05	18.45	21.20	..

## SHANGHAI-HANGCHOW-NINGPO RAILWAY ABRIDGED TIME TABLE

SHANGHAI NORTH TO ZAHKOU—"DOWN" MAIN LINE.										ZAHKOU TO SHANGHAI NORTH—"UP"										
STATIONS		Local	Fast	Slow	Coal & Goods	Local	Ex-press	Local	Local	STATIONS		Local	Local	Fast	Slow	Local	Coal & Goods	Ex-press	Local	
Shanghai North	dep.	7.35	9.00	10.00		14.50	15.50			Zahkou	dep.	6.30	7.55			9.20	14.10	15.30		
Jiaohai	dep.	7.51	9.16	10.23		15.06	16.06			Rangchow	dep.	7.00	8.30			10.00	14.40	16.00		
Suzhou	dep.	7.58	9.23	10.30		15.13	16.13			Changsu	dep.	8.04	9.48			11.40	15.20	17.30		
Lungchow Junction	dep.	8.15	9.40	10.58		15.30	16.29			Yehchi	dep.	8.41	10.31			12.29	15.57	18.40		
										Wahkiang	dep.	7.15	9.28	11.22		14.10	16.30	19.40		
Shanghai South	dep.	7.45	9.10	10.20	13.35	15.00	16.00	17.50		Kiaochow	dep.	7.48	9.53	11.55		14.48	16.52			
Lungchow Junction	dep.	8.15	9.40	10.53	13.52	15.30	16.29	18.12		Shanghai	dep.	9.05	10.47	12.59		16.08	17.40			
Suzhou	dep.	8.59	10.43	12.02		16.07	17.42			Lungchow Junction	dep.	8.18	10.33	11.38	14.08	15.33	17.23	18.33		
Kiaochow	dep.	9.51	11.52	13.23		16.59	18.49			Shanghai South	arr.	8.35	10.50	11.55	14.25	15.50	17.40	18.40		
Kiaochow	dep.	7.40	10.25	12.30	14.35	17.22	19.27													
Tientsin	dep.	8.45	11.05	13.15	15.50	17.53				Lungchow Junction	dep.	10.30	11.35	14.05		17.15	18.30			
Changsu	dep.	9.45	11.41	14.00	16.50	18.24				Suzhou	dep.	10.39	11.44	14.14		17.28	18.39			
Rangchow	dep.	10.10	12.50	15.25	18.30	19.19				Jiaohai	dep.	10.46	11.51	14.21		17.37	18.35			
Zahkou	arr.	11.35	18.10	16.50	19.00	19.35				Shanghai North	arr.	11.00	12.05	14.35		17.55	18.50			



## FINANCIAL AND COMMERCIAL NEWS

## Chinese and Foreign Banking Announcements

## Exchange and Bullion

Shanghai, April 20, 1918.  
Money and Bullion

Gold Dollars Bank's buying rate  
@ 106 1/2 = Tls. 93.90  
@ 78 = Mex. \$128.63

Mex. Dollars: Market rate: 72.725  
Copper Cash ..... per tael 1810

Sovereigns:  
Buying rate @ 4/5d. = Tls. 4.53  
exch. @ 78 = Mex. \$6.20

Peking Bar ..... .02  
Native Interest ..... .02

Latest London Quotations  
Bar Silver ..... 471d.  
Bank Rate of Discount ..... 5%  
Market rate of discount:—  
3 m-s ..... %  
4 m-s ..... %  
6 m-s ..... %

Exchange on Shanghai, 60 d-s  
Ex. N. Y. on London ..... Fr. 27.35  
Ex. N. Y. on London ..... T.T. \$4.75  
Comots ..... 1

Exchange Opening Quotations  
London ..... T.T. 4/5  
London ..... Demand 4/5  
India ..... T.T. 2943  
Paris ..... T.T. 603  
Paris ..... Demand 604  
New York ..... T.T. 1053  
New York ..... Demand 1053  
Hongkong ..... T.T. 702  
Japan ..... T.T. 493  
Batavia ..... T.T. 2253

Banks Buying Rates  
London ..... 4 m/s. Cds. 4/7d.  
London ..... 6 m/s. Cds. 4/7 1/2d.  
London ..... 6 m/s. Cds. 4/7 1/2d.  
London ..... 6 m/s. Cds. 4/7 1/2d.  
Paris ..... 4 m/s. Cds. 681  
New York ..... 4 m/s. Cds. 110

CUSTOMS HOUSE EXCHANGE  
RATES FOR APRIL  
Hk. Tls. 4.15 @ 4/4 1/2  
" 1.00 @ 103 1/2  
" 1.00 @ 103 1/2  
" 1.00 @ 103 1/2  
" 1.00 @ 103 1/2  
" 1.00 @ 103 1/2

## Sharebrokers' Association

Shanghai, April 20, 1918.  
BUSINESS DONE

Unofficial  
Laou Kung Mows @ Tls. 127.00 cash  
Orientals @ Tls. 55.50 cash

## CONSOLIDATED RUBBER ESTATES (1914), LIMITED

(Incorporated in Hongkong)

Notice is hereby given that the fourth Annual Ordinary General Meeting of Shareholders of the above Company will be held at No. 27 Nanking Road, Shanghai, on Thursday, the 26th day of April, 1918, at 4.30 p.m. for presentation of the Report of the Directors and Accounts to the 31st December, 1917.

The Transfer Books of the Company will be closed from Tuesday, 16th, to Thursday, 25th April, 1918, both days inclusive.

By order of the Board of Directors,  
**CHINA REALTY COMPANY, LIMITED.**  
Secretaries & General Managers.  
17500

## China Mutual Life Insurance Co., Ltd.

We issue Policies in Sterling  
Take advantage of the Exchange.

Telephone to us, Central  
2601, or write to the Head  
Office,  
10 Canton Road,  
Shanghai.

## "BICKERTON'S" PRIVATE HOTEL

72, 74 and 76 Bubbling Well Road.  
Seven minutes from Bund by tram.  
Strictly first-class cuisine under the personal supervision of the proprietress. Separate bath, hot and cold water, electric light. Tel. W. 1271.

## British-America Assurance Co.

Telephone No. 95  
The undersigned, as agents for the above company, are prepared to grant policies against Fire on Foreign and Native Risk at Current Rates.

## FRAZER &amp; CO.

## Silk Market

Messrs. William Little and Co., in their report for week ending April 19, write as follows:—  
White Silk.—Further settlements are reported for America, latest purchases at Tls. 10 decline. There is a distinct disposition on the part of Shijimen to realise their holdings.  
Tantale New Style.—Gold and Silver Swan Ex. 1, 2, Tls. 67 1/2 av. M.H.Y. Blue Dragon and Feima Ex. 1, 2, Tls. 66 1/2 av. C.Y.M. Blue Monster and Race Horse Ex. 1, 2, Tls. 66 av. Lion and Scale, Sheep and Flag 1, 2, 3, Tls. 64 av.

## Share Market

Messrs. J. P. Bisset and Co., report for week ending April 18, 1918, says:—  
The feature of the past week's business has been the sudden and marked rise of certain cotton shares, dealings in which have practically monopolised the attention of the market. These rises are apparently due to rumors of the pending sale of the mills concerned. Except in the case of the International Mill these rumors have not up to the present been officially confirmed, but heavy speculation both cash and forward continues. Laou Kung Mows touched Tls. 115 cash and Tls. 120 June as compared with last week's quotation of Tls. 86. Buyers, Oriental rose from Tls. 45 to Tls. 52 during the week. Internationals closed at Tls. 170. Other Cotton shares remain steady at about last week's rates. Rubbers continue dull with but little enquiry. Docks are steady at Tls. 107. S. and H. Wharves are enquired for at Tls. 70. Lankats are dull at Tls. 16 1/2. Shanghai Lands are wanted at Tls. 68, and Anglo-French Lands at Tls. 69.

## COTTON MARKET

Reuter's Service  
London, April 15.—Today's cotton prices were:—  
Goodmiddling Americans ..... 23.89d.  
May ..... 23.52d.  
July ..... 23.05d.

## Stock Exchange

Shanghai, April 20, 1918.  
TODAY'S QUOTATIONS

Official  
Shanghai Docks Tls. 103.00  
Langkats Tls. 16.50  
Samagagas Tls. 0.80

Unofficial  
S. & H. Wharf 6% debts. @ Tls. 92.00  
Oriental Cotton Tls. 53.50  
Oriental Cotton Tls. 54.00  
Shanghai Dock Tls. 104.00

## The National Commercial Bank, Ltd.

(formerly known as The Chekiang Shing Nih Chartered Bank, Ltd.)

Established 1907.

Paid-Up Capital ..... \$1,000,000.00  
Reserve Fund ..... \$280,000.00

Head Office: Shanghai.  
14, Peking Road.  
(Telephone Nos. 2613 and 2614.)

Branches:  
Hangchow, Hankow, Peking, Tientsin, Mukden and Harbin.

Correspondents at the principal cities throughout China.

Interest allowed on Current Accounts and Fixed Deposits both in taels and dollars according to arrangement.

Interest allowed on Savings Account at 4% per annum.

Credits granted on approved securities.

Every description of Banking and Exchange business transacted.

Shen Chu Hsu, Manager.  
Shu Chin Mui, Sub-Manager.  
C. C. Yang, Sub-Manager.

SHANGHAI BRANCH

3 Foochow Road

Capital (Paid-up) ..... Yen 20,000,000.  
Reserve ..... 12,550,000.

Head Office: Tokyo, Japan.  
President: Baron Takayasu Mitsui.

Branches:

Osaka, Nishi (Osaka), Kobe, Yokohama, Nagasaki, Moji, Fukuoka, Shimonsaki, Hiroshima, Kyoto, Nagoya, Fukagawa (Tokyo), Ouaru.

Bankers:

London: Messrs. Barclays Bank, Ltd.  
The London City and Midland Bank, Ltd.  
New York: The National City Bank of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of banking and exchange business transacted.

M. DIMETTS,  
Manager for China

## Chartered Bank of India, Australia and China

Incorporated by Royal Charter 1853.

Capital ..... \$1,200,000  
Reserve Fund ..... 2,000,000  
Reserve Liability of Shareholders ..... 1,200,000

Head Office:  
25 BISHOPSGATE, LONDON, E. C.

Court of Directors:

Sir Montagu Cornish Turner, Chairman.  
Sir Henry S. Cunningham, K.C.I.E.  
R. Cuthbertson, Esq.  
Sir Alfred Dent, K.C.M.G.  
W. H. Neville Gochen, Esq.  
The Rt. Hon. Lord George Hamilton, G.C.S.I.  
W. Foot Mitchell, Esq.  
Lewis Alexander Wallace, Esq.

Bankers:

The Bank of England.  
The London City & Midland Bank Limited.

The London County and Westminster Bank, Limited.

The National Provincial Bank of England, Limited.

The National Bank of Scotland, Limited.

Agencies and Branches:

Amritsar, Delhi, Puket, Bangkok, Ipoh, Raigoon, Batavia, Karachi, Saigon, Bombay, Klang, Seremban, Calcutta, Kobe, Singapore, Canton, Kuala-Lump, Shanghai, Cebu, Madras, Sourabaya, Colombo, Malacca, Taiping, Delhi, Manila, (F. M. S.), Foochow, Medan, Tavyo (Lower), Halphong, New York, Burma, Hongkong, Peking, Tientsin, Hankow, Penang, Yokohama.

Shanghai Branch, 12 The Bund.

Drafts granted on the above Agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought. Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.

Interest allowed on Current Deposit Accounts, according to arrangement.

Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

A. I. D. STEWART,  
Manager.

BANQUE DE L'INDO-CHINE

Capital (fully-paid) ..... 55,000,000  
Reserve Fund ..... 26,900,000  
Kpg. Tls.

Capital Contributed by the Chinese Government ..... 3,500,000  
Reserve Fund ..... 1,750,000

Head Office: PARMORAD,  
Paris Office: 9, Rue Boudreau.  
London Office: 84, Old Broad St., E.C.

Branches:

London: Messrs. Glyn, Mills, Currie & Co.

Paris: Societe Generale pour favoriser le Developpement de Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas.

Lyons: Societe Generale pour favoriser le Developpement de Commerce et de l'Industrie en France.

Far Eastern Branches and Agencies:

Bombay, Harbin, Peking, Chanchun, Hongkong, Shanghai, Chefoo, Newchwang, Tientsin, Dairen, Nicolayovsk, Vladivostok, Hallan, O-Amur, Yokohama, Hankow.

81 Branches and Agencies in Russia, Siberia and Mongolia.

SHANGHAI BRANCH

Interest allowed on Current Account and Fixed Deposits in Taels, Dollars and Roubles. Terms on application.

Local Bills discounted. Special facilities for Russian Exchange.

Foreign Exchange on the principal cities of the world bought and sold.

Safe Deposit Boxes.

L. JEZERSKI,  
G. CARRERE,  
Managers for China,  
Japan and India.

The Bank of Canton, Limited

Incorporated 1912.

Authorized Capital ..... H.K. \$2,000,000  
Subscribed and paid up Capital ..... H.K. \$1,382,950.00  
Reserve Fund ..... H.K. \$240,000.00  
Investment reserve fund H.K. \$40,000

Head Office:  
No. 6 Des Voeux Road, Hongkong.

Shanghai Office:  
No. 2 Ningpo Road.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

C. C. WONG,  
Act. Manager

## Hongkong &amp; Shanghai Banking Corporation

Paid-up Capital ..... \$15,000,000

Reserve Funds:—  
Sterling £1,500,000 @ 2s = \$15,000,000  
Silver ..... 19,500,000  
\$94,500,000

Reserve Liability of Proprietors ..... \$15,000,000

Head Office: HONGKONG

Court of Directors:

Hon. Mr. P. H. Holyoake, Chairman.  
G. T. M. Edkins Esq. Deputy Chairman.  
F. C. Butcher, Esq.  
A. H. Compton, Esq.  
S. H. Dodwell, Esq.  
C. S. Gubbay, Esq.  
Hon. Mr. D. Landale.  
E. V. D. Parr, Esq.  
W. L. Pattenden, Esq.  
Chief Manager:  
Hongkong—N. J. STRA.

Branches and Agencies:

Amoy, Ipoh, Peking, Bangkok, Johore, Penang, Batavia, Kobe, Raigoon, Bombay, Kuala Lumpur, Saigon, Calcutta, Lyons, Shanghai, Canton, Malacca, Singapore, Colombo, Manilla, Sourabaya, Foochow, Nagasaki, Tientsin, Harbin, New York, Yokohama, Iloilo.

London Bankers:

London County and Westminster Bank, Ltd.

Shanghai Branch: 12, The Bund.

Sub-Agency: 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

A. G. STEPHEN,  
Manager.

Russo-Asiatic Bank

Capital (fully-paid) ..... 55,000,000  
Reserve Fund ..... 26,900,000  
Kpg. Tls.

Capital Contributed by the Chinese Government ..... 3,500,000  
Reserve Fund ..... 1,750,000

Head Office: PARMORAD,  
Paris Office: 9, Rue Boudreau.  
London Office: 84, Old Broad St., E.C.

Branches:

London: Messrs. Glyn, Mills, Currie & Co.

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Lyons: Societe Generale pour favoriser le Developpement de Commerce et de l'Industrie en France.

Far Eastern Branches and Agencies:

Bombay, Harbin, Peking, Chanchun, Hongkong, Shanghai, Chefoo, Newchwang, Tientsin, Dairen, Nicolayovsk, Vladivostok, Hallan, O-Amur, Yokohama, Hankow.

81 Branches and Agencies in Russia, Siberia and Mongolia.

SHANGHAI BRANCH

Interest allowed on Current Account and Fixed Deposits in Taels, Dollars and Roubles. Terms on application.

Local Bills discounted. Special facilities for Russian Exchange.

Foreign Exchange on the principal cities of the world bought and sold.

Safe Deposit Boxes.

L. JEZERSKI,  
G. CARRERE,  
Managers for China,  
Japan and India.

The Bank of Canton, Limited

Incorporated 1912.

Authorized Capital ..... H.K. \$2,000,000  
Subscribed and paid up Capital ..... H.K. \$1,382,950.00  
Reserve Fund ..... H.K. \$240,000.00  
Investment reserve fund H.K. \$40,000

Head Office:  
No. 6 Des Voeux Road, Hongkong.

Shanghai Office:  
No. 2 Ningpo Road.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

C. C. WONG,  
Act. Manager

## The Bank of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorized Capital ..... \$60,000,000.00  
Paid-Up Capital ..... 12,379,900.00  
Reserve Fund ..... \$1,298,552.40  
Special Reserve Fund ..... \$1,698,933.85

Head Office: PEKING.

Branches and Agencies:

Peking, Tientsin, Shanghai, Tientsin, Kaifeng, Hankow, Changchun, Wuhu, Ichang, Antung, Anking, Changsha, Moukden, Ningpo, Nanchang, Newchwang, Nanking, Fochow, Harbin, Chinkiang, Amoy, Kirin, Hsuechow, Canton, Tsinan, Soochow, Hongkong, Chefoo, Wushih, Swatow, Tsingtau, Yangchow, Chungking.

SHANGHAI BRANCH.

2 HANKOW ROAD.

Loans granted on approved securities. Local bills discounted. Interest allowed on Current Accounts at 2 per cent per annum. Dollar Current Accounts at 1 per cent per annum, and on Fixed Deposits at the following rates:

For 3 months at the rate of 3 per cent per annum.

For 6 months at the rate of 4 per cent per annum.

For 12 months at the rate of 5 per cent per annum.

SUNG HAN CHANG,  
Manager.

Banque Industrielle de Chine

Capital ..... Francs 45,000,000

One-third of the Capital, i.e. Fr. 15,000,000, subscribed by THE GOVERNMENT OF THE CHINESE REPUBLIC

Statutes approved by the Government of the Chinese Republic on January 11, 1912.

President Andre Berthelot.

General Manager: A. J. Pernotie.

HEAD OFFICE:

74, Rue St. Lazare, PARIS.

Branches in Peking, Tientsin, Shanghai, Saigon and Hongkong.

BANKERS:

In France: Societe Generale pour le Developpement du Commerce et de l'Industrie en France.

In London: London, County and Westminster Bank, Ltd.

Interest allowed on Current Accounts in Gold or Local currency and Fixed Deposits on application.

Every description of Banking and Exchange business transacted.

Savings accounts in Gold and Local currency.

G. LEON,  
Manager.

1, French Bund, Shanghai.

Yokohama Specie Bank, Limited

(Established 1880.)

Head Office: YOKOHAMA, JAPAN.

Capital Subscribed ..... Yen 48,000,000  
Capital Paid-up ..... 42,000,000  
Reserve Fund ..... 23,100,000

London Bankers:

The London County Westminster and Parr's Bank, Ltd.

The National Provincial and Union Bank of England, Ltd.

The London Joint Stock Bank, Ltd.

Branches and Agencies:

Bombay, Los Angeles, Seattle, Calcutta, Lyons, Shanghai, Changchun, Manilla, Shimonasaki, Dalny, Mukden, Singapore, Hankow, Nagasaki, Sourabaya, Harbin, Newchwang, Sydney, Hongkong, New York, Tientsin, Honolulu, Osaka, Tokyo, Kaiyuan, Peking, Tsinanfu, Kobe, Raigoon, Tsingtau, London, S. Francisco.

SHANGHAI BRANCH

Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars, according to arrangement.

Drafts granted on principal places in Japan, Korea, Formosa, China and the chief commercial places in Europe, India, and America.

Every description of Banking and Exchange business transacted.

K. KODAMA, Manager.

The Shanghai Commercial and Savings Bank, Ltd.

9, Ningpo Road.

Paid-Up Capital ..... \$ 300,000.00  
Reserve ..... \$ 15,000.00  
Deposits (Dec. 31, 1917) \$2,067,768.24

Correspondents at principal cities in China, and domestic exchange a specialty.

Credits granted on approved securities. Bills discounted.

Current accounts in both taels and dollars with interest, may be opened on application.

Particulars: Interest allowed on fixed deposits, in both taels and dollars, will be furnished on request.

K. P. CHEN,  
General Manager

## International Banking Corporation

Capital & Surplus U.S. \$5,500,000.00  
Undivided Profits U.S. \$1,348,000.00  
U.S. \$7,348,000.00

Head Office:

55 Wall Street, New York  
National City Bank Building.

London Office:  
26 Bishopsgate, E. C.

Branch



## Business and Official Notices

## TENDERS

FOR  
MECHANICAL EQUIPMENT  
(TSING HUA COLLEGE)

TENDERS will be received by the Tsing Hua College for the Heating and Ventilation, Plumbing and Electrical Installations of the Auditorium and Science Building at Tsing Hua Yuan, Peking.

Plans and Specifications may be had on or after April 20, 1918, by application to the Architect's Office, Tsing Hua College, Peking.

## The Shanghai Kiebang Rubber Estate, Limited

NOTICE is hereby given that the THIRD ANNUAL GENERAL MEETING of Shareholders of this Company will be held at the Head Office, No. 71 Szechuen Road, Shanghai, on Thursday, the 25th April, 1918, at 4.30 p.m. for the purpose of receiving the Directors' Report and Statements of Account for the year ended 31st December, 1917, and to transact other ordinary business of the Company.

The Transfer Books of the Company will be closed from the 22nd April to the 25th April both days inclusive.

By order of the  
Board of Directors,  
HUGO REISS & CO.,  
Secretaries & General Managers.  
Shanghai, 10th April, 1918.

## The Commission for the Improvement of the River System of Chihli

The Commission for the Improvement of the River System of Chihli invites applications for employment under the Commission for a minimum period of one year from men qualified to fill the following positions:

Salary.	
One surveying engineer.....	\$800
One asst. surveying engineer.....	500
8 surveyors at (according to experience).....	200 to 300
12 asst. surveyors at.....	150
12 cadets.....	60
One head draughtsman.....	100
Two draughtsmen at.....	60
3 tracers at.....	40

Lodging and travelling expenses of employees whilst in the field will be borne by the Commission and an addition of 25 per cent will be made to the salaries of employees when in the field.

Applications, giving age, nationality and particulars of previous employment and experience, must be addressed to the Secretary to the Commission and must be in his hands not later than the 30th April.

T. S. WEI,  
Secretary.

Tientsin, April 1st, 1918.

## North China Insurance Co., Ltd.

Notice to Shareholders.

An Interim Dividend for the year 1917, at the rate of Fifteen per cent upon the Paid-up Capital has been declared.

Warrants for 15s. per share, payable at the Hongkong and Shanghai Banking Corporation at Ex. 4/5% per Tael will be issued on 1st May.

The Transfer Books will be closed from 23rd April to 1st May both days inclusive.

By order of the  
Court of Directors.  
H. G. SIMMS,  
Secretary & General Manager.  
Shanghai, 18th April, 1918.

Kingman Bros.  
DENTAL SURGEONS

Dental Surgeons of the Philadelphia Dental College and Garretson's Hospital of Oral Surgery, Philadelphia, U.S.A.

Will perform all kinds of dental operations on modern scientific principles, and supply—

Teeth of Superior Workmanship in Vulcanite, Gold and Alloy Plates, Gold Crown and Bridge Work.

All work is guaranteed to entire satisfaction.

40, Szechuen Road, Shanghai

## THE SAVOY HOTEL

No. 21 Broadway, corner Nanjing Road, Shanghai, China.

## Special Musical Dinner and Dance Every Evening

Music During Dinner, Dancing After Dinner.

Music by the Savoy Orchestra.

Special features this week:

## THE MENDOZAS

The Popular Exponents of Fancy dancing

In the Tango-Boston Waltz, etc.

Dinner à la Carte or Table d'Hôte

Dainty Dishes a Specialty.

Tables or Private Dining Rooms reserved by request.

Telephone No. 2510.

## Opportunity for Good Investment

Wanted to borrow Tls. 2,500 for one year with interest at 12% per annum. A fantan is offered as security for the redemption of the loan. This covers a piece of land measuring 2m. 2f. 7l. 3h. situated at Pootung, Gee Chang Jai, in the 24th Chu of the 16th pao, No. Yao (號) 216 under holder's name Hsu Chi-hsian, together with more than 20 houses thereon. The tipao will endorse the mortgage deed. A surety may also be furnished. Apply to Box 81, THE CHINA PRESS.

## FAT PEOPLE

Reduce! Benefit your health! We also cure Rheumatism and nervousness.

Turkish Bath and Massage Establishment.

PROF. I. K. SETO,

25 North Szechuen Road,  
Phone N. 5768.

## Restaurant

Regular Dinner from 7.30 to 9.30 p.m. High class meals and short orders served at all hours.

The Astor Grill Rooms  
13-14 Broadway

## Eden Hospital

Dept. of Venereal Diseases and Wassermann Laboratory

P372 Nanking Road

(opp. Lloyd Road)

Hours: 10-12; 2-4 Daily

DR. JAMES YUKING, Supt.

## Russian Lady Dentist

Miss. A. Gauhman

20 Nanking Road,

Time 9-12: 2-6

Tel. 1916.

17257

Naamloze Vennootschap  
Maatschappij Tot Mijn-Bosch-En  
Landbouweexploitatie in Langkat

NOTICE is hereby given that the Annual General Meeting will be held in the Offices of the Company, Tandjong Poera, Lower Langkat, Sumatra, at 10 a.m. on Saturday, the 27th April, 1918.

By Order of the Directors,  
GEORGE McBAIN,

General Agents.

Shanghai, 23rd February, 1918.

## HONMA HOSPITAL,

No. 24 Miller Road. Tel. North 2981

Dr. T. YAMADA,

(former Assistant at the Imperial University at Tokyo and Fukuoka.)

Internal Medicine,

Children's Diseases.

Dr. K. HONMA,

(former Assistant at the Imperial University at Fukuoka.)

Women's Diseases,

Confinement, Surgery,

Skin Diseases,

Veneral Diseases.

## London Rubber Market

## Rubber's Service

London, April 16.—Today's Rubber prices were:—  
Plantation First Latex Crepe:  
Spot: 2s. 4½d. Value.  
July to December: 2s. 6½d. Sellers.  
Tendency of Market: Easier.  
Previous quotation, London, April 15:—

Spot: 2s. 4½d. paid.  
July to December: 2s. 6½d. paid.  
Tendency of Market: Firm.  
London, April 15:—  
Spot: 2s. 4½d. paid.  
July to December: 2s. 6½d. buyers.  
Tendency of Market: Quiet.

## U. K. METAL MARKET

## Rubber's Service

London, April 16.—Today's Metal prices were:—

Standard Copper G. M. B.	f.o.b. (Nominal)	110 5 0
American Electrolytic 99	90% Copper f.o.b.	125 0 0
Lead L. B. c.l.f. per ton	Nominal	
Soft Lead "Spanish" f.o.b. (Net)		29 0 0
Quicksilver, Second hand	Ex Warehouse f.o.b.	52 0 0
(1/- Extra in flask)	Nominal	
Muntz Metal, f.o.b. London or Liverpool (less ½%)	Nominal	
Standard Tin (Cash)		322 0 0
Spelter (or soft) f.o.b.		52 0 0
Galvanised Sheets 24		26 5 0
Gauge f.o.b. (3 Months)		322 0 0

## Sailed from Shanghai

For London, etc.	
Inaba Maru	Mar. 3
Kitano Maru	Apr. 17
For Liverpool	
Iyo Maru	Apr. 6
For San Francisco	
Siberia Maru	Mar. 24
Colombia	Mar. 30
Tenyo Maru	Apr. 12
China	Apr. 13
For Tacoma	
Justin	Mar. 18
For Seattle	
Africa Maru	Mar. 25
Kashima Maru	Mar. 31
For Vancouver	
Empress of Asia	Apr. 13
For Marseilles, etc.	
Altantic	Mar. 26
For Port Said	
Calcutta Maru	Apr. 6

ANTIMONY  
REGULUS  
(99% Pure)

ALWAYS IN STOCK

Apply, Hupeh Government  
Smelting Works, Wuchang.

Tel. address "HUPEHMIN" 16066

THERE are those whose will-power is very good when they have decided what they will do. But they find it difficult to arrive at a decision. They balance the pros and cons to weariness, and cannot settle the matter in hand. The truth is, their minds are confused, and it is but vaguely that they think at all. If this is your habit—that of indecision—you must summon your entire strength to its destruction. The difficulty is more or less constitutional; nevertheless it may be overcome.

WIDLER & CO.,  
Chungking, West China

Born 1915—Still Existing.

Idzumi To Study  
U. S. Tax Methods

SHIGO IDZUMI.

Shigo Idzumi, Secretary of the Ministry of Finance in Japan, has arrived in America to study the United States war taxation methods. Secretary Idzumi is one of the wealthiest men in Japan.

Provision Prices  
in Local Market

Prices quoted are in Mexican dollars—cents at Hongkong market as compiled on April 16, 1918.

Beef	per lb.	14-20
Mutton	"	14-20
Pork	"	25-30
Veal	"	25-30
Bream	per lb.	12-14
Cod	"	12-14
Mandarin	"	30-40
Mackerel	"	12-14
Pomfret	"	30-40
Salmon	"	none
Samol	"	none
Soles	"	14-16
Whitebait	"	12-14

Game, Poultry and Eggs	
Deer	each none
Duck	per doz. 50-80
Eggs	per doz. 15-17
Fowl	per lb. 18-20
Geese	each 90-100
Hare	" none
Partridge	" none
Pheasant	" none
Pigeons	" 20-25
Quail	" 8-10
Snipe	each 12-14
Turkey	per lb. 30-35
Teal	each 12-14
Wild Duck	" 35-40
Wild Pigeons	" none
Woodcock	" 40-50
Wild Geese	" none

Appricots	per lb. none
Apple	" 10-18
Bananas	" 6-7
Cherries	" none
Cocoanuts	each 16-18
Chestnuts	per lb. 8-10
Figs	per doz. none
Grapes	per lb. none
Lemons	each 7-8
Lichees	per lb. none
Mangoes	" 15-20
Mangosteens	per doz. none
Melons	each none
Oranges	per lb. 10-15
Peaches	" none
Perammons	" none
Peeboes	per lb. none
Plums	" none
Pumpkins	each 25-30
Pineapples	" none
Pears	per lb. 8-10
Strawberries	" none
Walnuts	" 12-14

Artichokes per lb. 3-5  
Asparagus per doz. 12-15  
French Beans " 5-6  
Broad Beans " 5-6  
Beetroot per bunch 2-3  
Bamboo Shoots per lb. 8-10  
Cabbage each 8-10  
Carrots " 3-5  
Cauliflower " 10-15  
Celery per bunch 8-10  
Egg Plant per lb. 6-8  
Green Corn each none  
Leeks per bunch 2-3  
Mushrooms per lb. 30-50  
Onions per lb. 8-10  
Parsnips per bunch 4-5  
Potatoes per pic. \$3.00-3.40  
Peas per pic. 8-10  
Radishes per bunch 1-2  
Spinach per lb. 2-3  
Tomatoes " 15-20  
Turnips per bunch 2-3

Grain and Flour  
Flour American per 50 lbs. \$5.75  
Flour Australian " \$4.40  
Flour Shanghai " \$2.85  
Rice per 200 lbs. \$7.60

Foreign dairies per bottle 30  
Chinese dairies " 17

Fodder  
Barley per 114 lbs. \$3.05  
Bran " \$2.00

Fuel  
House Coal per ton Tls. 19.50  
Stove Coal per ton Tls. 21.75  
Firewood per 50 bundles \$1.00

Laundry  
Per 100 articles \$3.00-4.00  
E. KILNER,  
Chief Inspector.

ASTOR HOUSE HOTEL,  
TIENTSIN.  
Cable Address  
ASTOR  
The leading Hotel in Tientsin. Delightfully situated, facing Victoria Park, and located in the Centre of the Town's Life and Business.  
Spacious and Luxurious Dining and Reception Rooms. Every Bedroom with private Bath & Toilet.  
First Class Cuisine and Selected Cellar, under Foreign Supervision.  
Central Heating, Electric Light, Modern Sanitary Arrangements.  
Hotel Motor-Omnibus and Porters meet all Trains and Boats.  
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VICTORIA THEATRE

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Special Performance

by  
THE DUO  
ALFIERIS

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Artists

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BRITISH EMPIRE"

Prices \$1.50 and \$1.00

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Prices \$1.50 and \$1.00

## Vessels In Harbor And At Woosung

Arrived	From	Ship's Name	Tons	Flag	Agents	Berth
Apr 18	Chinwangtao	Asaka maru	1485	Jap.	M. B. Co.	
Apr 18	Japan	Daiya maru	964	Chl.	C.M.S.N. Co.	KLYW
Apr 8	Chinwangtao	Feichang	943	Jap.	O.S. & A.	
Apr 8	Japan	Hirano maru	1428	Chl.	C.M.S.N. Co.	KLYW
Apr 19	Chefoo	Haimina	115	Jap.	N.K.K.	
Apr 5		Kurama maru	1806	Jap.	N.K.K.	
Apr 11	span	Kojun maru	3233	Br.	J. M. & Co.	SHW
Apr 8	Chefoo	Koonshing	968	Jap.	O.S.K.	SHW
Apr 18	Tientsin	Keelung maru	2648	Jap.	S.M.K.	WV
Apr 18	Dalny	Kobe maru	2085	Chl.	C.M.S.N. Co.	KLYW
Apr 19	Hankow	Kiangkwan	406	Am.	S. Oil Co.	SOCW
Mar 31	Japan	Monsoogal	417	Am.	S. Oil Co.	SOCW
Apr 6	Hankow	Meifu	1168			
Apr 15	Hankow	Nigata maru	727	Dan.	G. N. T. Co.	
Apr 8	Japan	Pacific	1149	Jad.	M.B.K.	
Apr 9	Cruise	Rokkusan maru	987	Br.	B. & S.	OSKW
Mar 31	Japan	Salahji	8850			
Mar 9	Hongkong	Sungkiang	1216	Chl.	C.M.S.N. Co.	KLYW
Apr 15	Japan	Tsuen	1869	Jap.	N.K.K.	NYKW
Apr 15	Wenchow	Tsishun	700	Rus.	N.M.A.	KMAW
Apr 16	Hankow	Tachang maru	1127	Rr.	J. M. & Co.	SHW
Apr 1	Chinwangtao	Upolu	697	Jap.	Satoh Shotai	
Apr 18	Sowtow	Wosanz				
Apr 18	Chinwangtao	Yelko maru				

## AMUSEMENTS

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3 Jukong Road.

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"A Perfect Day,"  
visit  
"The Eldorado."

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Entertained!

Mr. & Mrs. Doris  
Roumanian Duetists

Mlle. La Rigolette  
Famous Danseuse.

All Star-Turns!  
Prof. Martinez'  
Orchestra

Commencing 10 p.m.

at the

SHOWING

at the



## GENERAL SHIPPING NEWS

## Future Sailings

## FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
Apr 27	..	San Francisco	Venona	Am. P. & S. Co.	
.. 28	..	Seattle etc.	Katormaru	Jap. N.Y.K.	
.. 29	..	San Francisco	Shinyo maru	Jap. N.Y.K.	
May 4	..	Takawa & Seattle	Manila maru	Jap. O.S.K.	
.. 11	..	Vancouver	Empress of Russia	Br. C. P. & N.	
.. 19	..	Seattle etc.	Suma maru	Jap. N.Y.K.	
.. 27	..	San Francisco	Korea maru	Jap. Alexander	

## FOR JAPAN PORTS

Apr 28	..	Nagasaki, Moji and Kobe	Kasuga maru	Jap. N.Y.K.	
.. 29	..	Moji, Kobe & Osaka	Chikuzen maru	Jap. N.Y.K.	
.. 30	..	Nagasaki, Kobe & Yokohama	Chikuzen maru	Jap. N.Y.K.	
.. 31	..	Moji, Kobe & Osaka	Yawata maru	Jap. N.Y.K.	
May 1	..	Nagasaki, Moji & Kobe	Kaga maru	Jap. N.Y.K.	
.. 2	..	Moji, Kobe and Osaka	Kumano maru	Jap. N.Y.K.	
.. 3	..	Nagasaki, Kobe & Yokohama	Yamashiro maru	Jap. N.Y.K.	
.. 4	..	Nagasaki, Kobe & Yokohama	Manila maru	Jap. O.S.K.	
.. 5	..	Moji, Kobe & Osaka	Umi maru	Jap. N.Y.K.	

## FOR EUROPE, INDIA, STRAITS, ETC.

Liverpool etc.	Shidzuka maru	Jap. N.Y.K.
London etc.	Kaga maru	Jap. N.Y.K.

## FOR SOUTHERN PORTS

Apr 21	D.L.	Swatow & Hongkong	Sungkiang	Br. B. & S.	
.. 21	10.00	Takao via P'chow & Keelung	Kobe g. maru	Jap. O.S.K.	
.. 22	4.00	Swatow	Yamashiro	Br. B. & S.	
.. 23	4.00	Swatow	Yamashiro	Br. B. & S.	
.. 24	4.00	Swatow	Yamashiro	Br. B. & S.	
.. 25	4.00	Swatow	Yamashiro	Br. B. & S.	
.. 26	4.00	Swatow	Yamashiro	Br. B. & S.	
.. 27	4.00	Swatow	Yamashiro	Br. B. & S.	
.. 28	4.00	Swatow	Yamashiro	Br. B. & S.	
.. 29	4.00	Swatow	Yamashiro	Br. B. & S.	
.. 30	4.00	Swatow	Yamashiro	Br. B. & S.	
.. 31	4.00	Swatow	Yamashiro	Br. B. & S.	

## FOR NORTHERN PORTS

Apr 21	A.M.	Chefoo & Tientsin	Hsinming	Chl. C.M.S.N. Co.	
.. 21	10.00	Wei-hai-wei, Chefoo & T'ien	Tungchow	Br. B. & S.	
.. 22	9.00	Dahly	Sakaki maru	Jap. S.M.E.	
.. 23	9.00	Dahly	Sakaki maru	Jap. S.M.E.	
.. 24	9.00	Dahly	Sakaki maru	Jap. S.M.E.	
.. 25	9.00	Dahly	Sakaki maru	Jap. S.M.E.	
.. 26	9.00	Dahly	Sakaki maru	Jap. S.M.E.	
.. 27	9.00	Dahly	Sakaki maru	Jap. S.M.E.	
.. 28	9.00	Dahly	Sakaki maru	Jap. S.M.E.	
.. 29	9.00	Dahly	Sakaki maru	Jap. S.M.E.	
.. 30	9.00	Dahly	Sakaki maru	Jap. S.M.E.	
.. 31	9.00	Dahly	Sakaki maru	Jap. S.M.E.	

## FOR RIVER PORTS

Apr 21	M.N.	Hankow etc.	Kiangwan	Chl. C.M.S.N. Co.	
.. 22	M.N.	do	Kiangwan	Chl. C.M.S.N. Co.	
.. 23	M.N.	do	Kiangwan	Chl. C.M.S.N. Co.	
.. 24	M.N.	do	Kiangwan	Chl. C.M.S.N. Co.	
.. 25	M.N.	do	Kiangwan	Chl. C.M.S.N. Co.	
.. 26	M.N.	do	Kiangwan	Chl. C.M.S.N. Co.	
.. 27	M.N.	do	Kiangwan	Chl. C.M.S.N. Co.	
.. 28	M.N.	do	Kiangwan	Chl. C.M.S.N. Co.	
.. 29	M.N.	do	Kiangwan	Chl. C.M.S.N. Co.	
.. 30	M.N.	do	Kiangwan	Chl. C.M.S.N. Co.	
.. 31	M.N.	do	Kiangwan	Chl. C.M.S.N. Co.	

\*A.M. M.N.—MIDNIGHT. D.L.—DAYLIGHT.

## Arrivals

Date	From	Ship's Name	Tons	Flag	Agents	Berth
Apr 20	Ningpo	Kiangwan	2012	Chl.	C.M.S.N. Co.	KLYW
.. 20	Hankow	Kutwo	1924	Br.	J.M. & Co.	SHW
.. 21	Hankow	Taleo maru	1186	Jap.	N.Y.K.	NYKW
.. 20	Hankow	Kasuga maru	1480	Chl.	C.M.S.N. Co.	KLYW
.. 20	Japan	Kasuga maru	2387	Jap.	N.Y.K.	WSW

## Vessels Loading

## For River Ports

HANKOW and PORTS.—The Str. Kiangwan, Captain C. B. Conley, will leave on Sunday night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW and PORTS.—The Str. Kiangwan, Capt. F. Carlson, will leave on Monday night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW and PORTS.—The Co's Str. Taleo Maru, Captain M. Takeo, will be despatched from Pootung N.Y.K. wharf on Monday, April 22, at about 12 o'clock midnight. For Freight or Passage apply to The Nishin Kisen Kaisha, No. 5 The Bund, Tel. No. 3256.

HANKOW and PORTS.—The Indo-China Steam Navigation Co.'s Str. Kutwo, tons 2,664 Captain Gibb, will leave on Monday, April 22, at about 12 o'clock midnight. For Freight or Passage, apply to Jardine, Matheson & Co., Ltd., General Managers Tel. No. 240. Freight Tel. No. 256.

HANKOW and PORTS.—The Indo-China Steam Navigation Co.'s Str. Tuckwo, tons 3,770 Captain Cambell, will leave on Tuesday, April 23, at about 12 o'clock midnight. For Freight or Passage, apply to Jardine, Matheson & Co., Ltd., General Managers Tel. No. 240. Freight Tel. No. 256.

HANKOW and PORTS.—The Co's Steamer Suiyang Maru, Captain Y. Taniguchi, will be despatched from the China Merchant's Central Wharf on Tuesday, April 23, at about 12 o'clock midnight. For Freight or Passage apply to The Nishin Kisen Kaisha, No. 5 The Bund, Tel. No. 3256.

HANKOW and PORTS.—The China Navigation Co.'s Steamer Tatum, Captain C. C. Williams, will leave from the French Bund on Tuesday, April 23, at about 12 o'clock midnight. For Freight or

passage apply to Butterfield & Swire, Agents French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

NINGPO.—The China Navigation Co.'s str. Hsin Peking, Capt. A. Scott, R.N.R. will leave from the French Bund on Monday, April 22, at 4.30 p.m. For Freight or Passage, apply to Butterfield & Swire, Agents, French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

SWATOW, HONGKONG & CANTON.—The China Navigation Co.'s Steamer Hulchow, Captain W. Shane, will leave from the French Bund on Tuesday, April 23, at daylight. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG and CANTON.—The China Navigation Co.'s Steamer Sunning, Captain W. L. Jones, will leave from the French Bund direct for the above ports on Tuesday, April 23, at daylight. For Freight or Passage apply to Butterfield & Swire, Agents, Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG.—The str. Chicago Maru, Captain T. Saito, will be despatched from the Co's Yangtzeport wharf on April 26, at ——— on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund, Tel. No. 4234 and 4235.

SWATOW.—The China Navigation Co.'s Steamer Hulchow, Captain R. J. Cain, will leave on Saturday, April 27, at noon. For Freight or Passage, apply to Butterfield & Swire, Agents, Telephone No. 77.

SWATOW and HONGKONG.—The China Navigation Co.'s Str. Yungchow Captain Simons, will leave from the French Bund on Sunday, April 28, at daylight. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG and CANTON.—The China Navigation Co.'s Steamer Suiyang, Captain J. Gibb, will leave from the French Bund direct for the above ports on Tuesday, April 30, at daylight. For Freight or Passage apply to Butterfield & Swire, Agents, Freight Telephone No. 77, Passage Telephone No. 401.

## For Northern Ports

CHEFOO and TIENSIN.—The Str. Hsinming, Capt. H. Mackenlon, will leave on Sunday morning. For Freight or Passage, apply to C.M.S.N. Co.

WEIHAIWEI, CHEFOO and TIENSIN.—The China Navigation Co.'s Str. Tungchow Capt. Bennett, will leave from the French Bund on Tuesday, April 23, at 10 a.m. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

WEIHAIWEI, CHEFOO and TIENSIN.—The China Navigation Co.'s Str. Shengking, Capt. McIntosh, will leave from the French Bund on Thursday, April 25, at 10 a.m. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

WEIHAIWEI, CHEFOO and TIENSIN.—The China Navigation Co.'s Steamer Shuntien, Capt. Northcombe, will leave from the French Bund on Saturday, April 27, at 10 a.m. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund, Freight Telephone No. 77, Passage Telephone No. 401.

WEIHAIWEI, CHEFOO and TIENSIN.—The China Navigation Co.'s Steamer Fengtien, Captain Harris, will leave from the French Bund on Tuesday, April 30, at 3 p.m. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund, Freight Telephone No. 77, Passage Telephone No. 401.

TIENSIN, DAIREN and TSINGTAO.—The Str. Kohoku Maru, Capt. S. Ohba, will be despatched from the Co's Yangtzeport wharf on May 2, at ——— on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund, Tel. No. 4234 and 4235.

## For Foreign Ports

TAKOMA & SEATTLE CALLING AT VICTORIA B. C. via NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA.—The Osaka Shosen Kaisha's Steamer Masima Maru, Captain N. Kobayashi, will be despatched on Saturday, May 4. Through Bills of Lading are granted for American ports and overland points connecting with the Chicago, Milwaukee & St. Paul Railway Co., at Seattle and Tacoma. Consular invoices must accompany overland shipment. The steam-launch conveying passengers on board will leave the Custom's jetty at ——— on same day. For Freight or Passage, please apply to The Osaka Shosen Kaisha, No. 4 The Bund, Telephone No. 4234 and 4235.

## C. N. C. CHINA NAVIGATION CO., LTD. YANGTZE RIVER &amp; CHINA COAST PORTS. FAST SCHEDULE SERVICES.

FOR CHINKIANG, NANKING, WUHU, KIUKIANG, and HANKOW.—S.S. Lucy, Nanking, Poyang, Tatung, Tungting, \*Chungking and \*Wuchang.—Sailing from the French Bund at midnight. These steamers connect with the Company's regular lines on the Upper Yangtze and Hunan Lake.

\*The s.s. Wuchang and Chungking are especially fitted to handle heavy lifts. Regular sailings every Tuesday, Wednesday, Friday and Saturday at midnight.

FOR HONGKONG and CANTON.—S.S. Yungchow, Sinkiang, Shantung, Sunning and Suiyang.—Sailing from the French Bund and connection at Hongkong with the Company's steamers for Hothow, Pakhoi, Haiphong, Manila, Cebu, Iloilo, Zamboanga and Australian ports. Sailing from the French Bund every Tuesday, Thursday, and Sunday.

FOR TIENSIN and PEKING via WEIHAIWEI and CHEFOO.—S.S. Tungchow, Fengtien, Shantung and Shengking.—Sailing from the French Bund. During the winter months sailings are irregular owing to weather conditions.

FOR NINGPO.—S.S. Hsin Peking.—Sailings will be suspended by this vessel from the 4th inst. owing to overhaul. S.S. Hsin Peking will resume her run on Wednesday 23rd inst. at 4 p.m. as usual.

For further particulars regarding passage money, etc., see "THE YOKKAICHI SHIPPING GAZETTE" obtainable from the undersigned, or from The International Sleeping Car Express Train Co., or from Messrs. THOMAS COOK & SON, 15 The Bund.

BUTTERFIELD & SWIRE, Freight: Telephone No. 77. Agents 21-23 French Bund. Passage: Telephone No. 01.

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## SAILINGS FROM SHANGHAI (Subject to Change)

For San Francisco via Kobe, Yokohama and Honolulu	For Hongkong via Manila
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S.S. ECUADOR ... May 25	S.S. COLOMBIA ... June 1

Steamers equipped with most modern improvements for the safety and comfort of passengers. One and two bed staterooms only. No Upper Berths. Tickets interchangeable with Canadian Pacific Ocean Services, Ltd., and Toyo Kisen Kaisha.

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For Colombo via Singapore and Calcutta	For San Francisco via Cebu and Honolulu
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S.S. COLUSA ... June 13	

Safety and comfort of passengers our first consideration. For information re freighter passage apply to

## PACIFIC MAIL STEAMSHIP COMPANY

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(Subject to Alteration)

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For Tacoma and Seattle, Wash.

Via Pacific, calling at Nagasaki, Kobe, Yokkaichi, Yokohama and Victoria, B. C. arr. leave.

"MANILA MARU" ... (18,000 tons) Capt. N. Kobayashi, May 3, May 4

For Hongkong

"CHICAGO MARU" ... (12,000 tons) Capt. T. Saito, Apr. 25, Apr. 26

## CHINA COASTING LINE

For Tientsin, Dairen and Tsingtau

"KOHOKU MARU" ... (2,610 tons) Capt. S. Ohba, Apr. 30, May 2

For Tsingtau, Tientsin and Dairen

"KEELUNG MARU" ... (1,569 tons) Capt. S. Imai, May 7, May 9

For Fochow, Keelung and Takao

"KEELUNG MARU" ... (1,569 tons) Capt. S. Imai, Apr. 18, Apr. 21

"SUMA MARU" ... (1,537 tons) Capt. N. Iwamatsu, May 1, May 3

The Company also runs numerous steamers from Japan to South America, Australia, India, China, Korea, Vladivostok, and also between the Principal Ports in Japan.

For freight, passage and further information, please apply to:—

H. SHIMAMURA, OSAKA SHOSHEN KAISHA, Manager, Union Building, 4 The Bund, Tel. Address: SHOSHEN, SHANGHAI. Tel. 4234, 4235.

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On arrival at Victoria are boarded by Canadian Pacific ticket agents and baggage checkers, also Canadian and United States Customs Officers. During the six hours ride, Victoria to Vancouver actual rail tickets can be issued, your baggage inspected or bonded and checked through to destination. On arrival at Vancouver passengers are free to go forward immediately.

## APPROXIMATE SAILINGS FROM SHANGHAI

For Vancouver via Nagasaki and Yokohama	For Hongkong
Monteagle ..... May 21	Empress of Japan ..... July 9
Empress of Japan ..... May 25	Monteagle ..... July 12

Round trip tickets interchangeable with Toyo Kisen Kaisha and Pacific Mail.

For further information regarding passenger fares, sailings, etc. apply to

G. M. JACKSON, General Agent, Passenger Department, 19-A The Bund, Palace Hotel Building, Tel. Central 182.

For through bills of lading, quotation of freight rates, etc. apply to

L. E. N. RYAN, Agent, Corner Peking and Yuen Ming Yuen Roads, Tel. Central 181.

## T. K. K.

SHANGHAI BRANCH OFFICE

## TOYO KISEN KAISHA

(ORIENTAL STEAMSHIP COMPANY.)

Imperial Japanese and U. S. M. Line to San Francisco from Shanghai via Nagasaki, Kobe, Yokohama and Honolulu.

## SEMI-TROPICAL ROUTE.

## PROPOSED SAILINGS FROM SHANGHAI

SHINYO MARU .... 22,000 tons, for San Francisco,	April 30, 1918
KOREA MARU .... 20,000 tons, for San Francisco,	May 27, 1918
SIBERIA MARU .... 18,000 tons, for San Francisco,	June 11, 1918

## FOR HONGKONG DIRECT

All the steamers of this Company are thoroughly modern and up-to-date. Equipped with Wireless Telegraph, Submarine Signals, Life-Boats, Dry Children's Nursery, Ladies' Lounge, and all other modern improvements for safety and comfort. String Orchestra, Moving Picture Performances, Deck Dance. Service and Cuisine unexcelled.

Lay-Over privileges allowed at all ports of call. Interchangeable with steamers of the Pacific Mail Steamship Company, and Canadian Pacific Ocean Services Ltd.

Railway transportation between Nagasaki, Kobe, and Yokohama may be had on application to the purser.

T. N. ALEXANDER, Manager.

No. 74 China Insurance Co.'s Building

'Phone No. 3229.

(Entrance, 71 Szechuen Road.)

## CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

## S.S. CHINA

(AMERICAN REGISTRY)

WILL SAIL FROM SHANGHAI FOR

## SAN FRANCISCO

VIA NAGASAKI, KOBE, YOKOHAMA AND HONOLULU

JUNE 24, SEP. 3

AN UNSURPASSED HIGH-CLASS PASSENGER SERVICE AT INTERMEDIATE RATE REDUCED RATES TO MISSIONARIES

## FOR HONGKONG

JUNE 11, AUG. 22

(On the outward voyage the steamer will come up the river and will be berthed at the Shanghai and Hongkew Wharf Co's Hongkew Wharf, Entrance at No. 34 Broadway.)

G. J. PETROCELLI, FRT. AND PASS. AGENT

NO. 6 KIUKIANG ROAD

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"Sooner or later" is a smooth-sounding phrase, but the man who uses Want Ads knows that it pays to DO IT NOW



## SHIPPING

## N. Y. K.

NIPPON YUSEN KAISHA

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SAILINGS FROM SHANGHAI  
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For London or Liverpool via ports  
(For Liverpool.)

	Tons
SHIMIZUOKA MARU	12,500
KAGA MARU	12,500

## AMERICAN LINE

Via Pacific, calling at Hongkong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C., and Seattle, Wash.

KATORI MARU	19,000	Capt. I. Noma	April 29
SUWA MARU	21,000	Capt. T. Sekine	May 19
SHANGHAI-YOKOHAMA LINE (Via Nagasaki, Moji and Kobe.)			
KASUGA MARU	7,000	Capt. K. Itano	April 23
CHIKUGO MARU	5,000	Capt. M. Yui	April 26
YAMASHIRO MARU	7,000	Capt. Y. Nakajima	May 3
SHANGHAI, MOJI, KOBE AND OSAKA LINE			
CHIKUZEN MARU	5,000	Capt. N. Nofiri	April 24
YAWATA MARU	7,000	Capt. K. Yagiu	April 27
KUMANO MARU	9,500	Capt. S. Saito	May 1
OMI MARU	7,000	Capt. M. Machida	May 4
FOR JAPAN			
KAGA MARU	12,500	Capt. N. Segawa	April —
KORE TO SHANTUNG			
ATSUTA MARU	10,000	Capt. K. Inatsu	May 3
FOR HONGKONG			
KATORI MARU	19,000		June 25
KASHIMA MARU	19,000		June 3
FOR MANILA AND HONGKONG			
SUWA MARU	21,000		April 24
FUJIMI MARU	21,000		May 20
AUSTRALIAN LINE			
Regular Four-Weekly Service between Japan ports and Australia (calling at Hongkong and Manila.)			
NIEKO MARU	10,000		April 17
AKI MARU	13,500		May 23
TANGO MARU	14,000		June 10
CALCUTTA LINE			
Regular Fortnightly Service between Yokohama and Calcutta (calling at Shanghai on homeward voyage.)			
BOMBAY LINE			
Regular Fortnightly Service between Kobe and Bombay (calling at Shanghai on homeward voyage.)			
The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostok, and also between the principal ports in Japan.			
For freight, passage and further information, apply to T. IZUKIYAMA, Manager, Nippon Yusen Kaisha.			
Tel. Address: Yusen, Shanghai.			

CHINESE GOVERNMENT RAILWAYS  
TIENTSIN-PUKOW LINE  
TIME TABLE

(Published by order of the Administration)

000 — Midnight, 1330 — 130 p.m.

July 1st, 1917, and until further notice

Mail	Mail	Local	Miles	Peking-Mukden Line	Local	Mail	Mail
101	102	103			104	105	106
8. A.	8. A.	8. A.			8. A.	8. A.	8. A.
2006	2006	2006	0	dep. Peking	2204	1900	1020
2345	2345	2345	84	arr. Tientsin-Central	1900	1700	720
2350	2350	2350	84	dep. Tientsin-Central	1900	1658	710
1000	1000	1000	84	arr. Tientsin-East	1900	1645	700
1117	1117	1117	84	dep. Mukden	2204	1645	690
1801	1801	1801	524				1040
Tientsin-Pukow Line							
Local	Local	Local			Local	Local	Local
5. A.	5. A.	5. A.			5. A.	5. A.	5. A.
715	715	715	0	dep. Tientsin-East	1705	1612	
725	725	725	271	arr. Tientsin-Central	1615	1602	
745	745	745	78	dep. Tientsin-Central	1615	154	
1118	1118	1118	78	arr. Tsangchow	1332	1221	
1457	1457	1457	148	dep. Tientsin	1048	938	
1801	1801	1801	220	arr. Tientsin	808	691	
7. A.	7. A.	7. A.					
2001	2001	2001	220	dep. Tientsin	756	1812	
1009	1009	1009	266	arr. Tientsin	601	1542	
1300	1300	1300	318	dep. Tientsin	349	1311	
1315	1315	1315	318	arr. Tientsin	339	1256	
1550	1550	1550	377	dep. Tientsin	130	1082	
1814	1814	1814	400	arr. Tientsin	2334	810	
9. A.	9. A.	9. A.					
630	630	630	420	dep. Tientsin	2339	2007	
1104	1104	1104	523	arr. Tientsin	1938	1442	
1208	1208	1208	523	dep. Tientsin	1946	1442	
1657	1657	1657	600	arr. Tientsin	1648	928	
1814	1814	1814	631	dep. Tientsin	1550	728	
Shanghai-Nanking Line							
Express	Express	Express			Express	Express	Express
16. S.	16. S.	16. S.			16. S.	16. S.	16. S.
2200	2200	2200	0	dep. Nanking-Ferry	1410	650	
2200	2200	2200	193	arr. Nanking	1410	650	
2200	2200	2200	193	dep. Shanghai-North	758	2300	
Yenchow-Tsingchow Branch Line							
930	1300	2130	4	Yenchow	630	1230	2030
1000	1450	2200	1	Tsingchow	530	1110	1830
1000	1450	2200	1	Tsingchow	630	1230	2030
1000	1450	2200	1	Tsingchow	630	1230	2030
1000	1450	2200	1	Tsingchow	630	1230	2030
1000	1450	2200	1	Tsingchow	630	1230	2030
1000	1450	2200	1	Tsingchow	630	1230	2030
1000	1450	2200	1	Tsingchow	630	1230	2030
1000	1450	2200	1	Tsingchow	630	1230	2030
1000	1450	2200	1	Tsingchow	630	1230	2030

The station for the foreign concessions in Tientsin is "TIENTSIN-EAST"

Conventional Signs.

300 — train runs on Thursday only. 230 — train runs on Fridays only.

300 — on trains marked thus passengers must hold additional place tickets.

B — train has buffet car with regular meal service.

S — train has sleep. accom. in 2nd class. S — train has only 1st class sleep. accom.

Application for sleeping accommodation at \$5.00 per berth should, at the earliest possible moment, be made to the Traffic Manager at Tientsin, or to the Traffic Inspectors at Tientsin, Tientsin, Tientsin or Pukow.

By Order.

THE TRAFFIC MANAGER.

Tientsin, July 1917.

Large Display Advertisements  
intended for the Sunday issue of The China Press  
should be sent in before 5 p.m. on Friday.Smiles  
from the  
Mixed  
Court

You have seen the substantial iron lids with which the Municipal Public Works Department caps the numerous manholes which freckle the local boulevards—the same on which the police constables delight to perch on damp days. And having seen same, have you ever been seized with the idea of swiping one of them? No? Well then, Sun Siao Er Tsu will enter a minority report.

Sun was seized with such ideas at rapid intervals, always, of course, on clear evenings when the coppers were not encoined on the manholes. Sun would sneak a cover off a manhole with such neatness and despatch that there would never be a ripple in the locality until some star-gazing pedestrian stepped into the resultant void and began wrecking the solemn stillness of the night.

A manhole lid is a couple of feet in diameter and of considerable poundage. Whereabouts on his person Sun concealed his loot—whether he camouflaged it beneath his waistcoat or had an extension built onto his shirt—is not stated in the evidence.

But at any rate he gathered clusters of the big iron discs with entire success until one night he was caught flatfooted with the goods.

In the Mixed Court this enterprising collector of hardware cheerfully admitted the charge and in the course of the proceedings mentioned that he had sold one of the lids to a hawker for 1,800 cash and that the hawker had repeated the transaction with one Zang Mei-tsu.

The hawker was too anonymous to find but Sun drew 18 months and Zang got six weeks at the winding up of Sun's previously flourishing business.

The Watchful Watchman

There had been a lot of mysterious disappearances in the poultry yards of citizens of the Wayside district so the police decided to hire a man to keep his eyes on the locality and uncover the cause of the leakage. They engaged an eagle-eyed Chinese citizen named Dong Kai-sun.

And still the fowls continued fading into the dim and nebulous unknown. As a matter of fact they seemed to be missing with more than previous regularity and finally, following the departure of six prize white Orpingtons belonging to Mr. Hammond, of Tongshan Road, the police called Dong in for a conference.

Dong, it developed, knew a number of things about the discrepancies in the neighboring hen-houses. But, said he, there was a restaurant keeper nearby who knew a great deal more about the ultimate fate of the birds. Dong said he was working in behalf of the restaurant man. Which confession was enough to earn Dong six months and the shop keeper four weeks' residence at the Municipal jail.

Further Argument Against Travel

Tsang Yang-sz, an arriving by the night train from Sochow, engaged a bright and honest looking young richa coole, named Dong Yui-ling, to transport her and her luggage from the station to Myburgh Road. The naive young man carefully placed the lady's bundle in the hood of the richa and then struck a devious route which seemed to take in every dark and narrow alleyway in the northern section of town.

After a bit Tsang Yang-sz felt back for her bundle and found it entirely absent. She had Dong draw up before a policeman and negotiated his arrest.

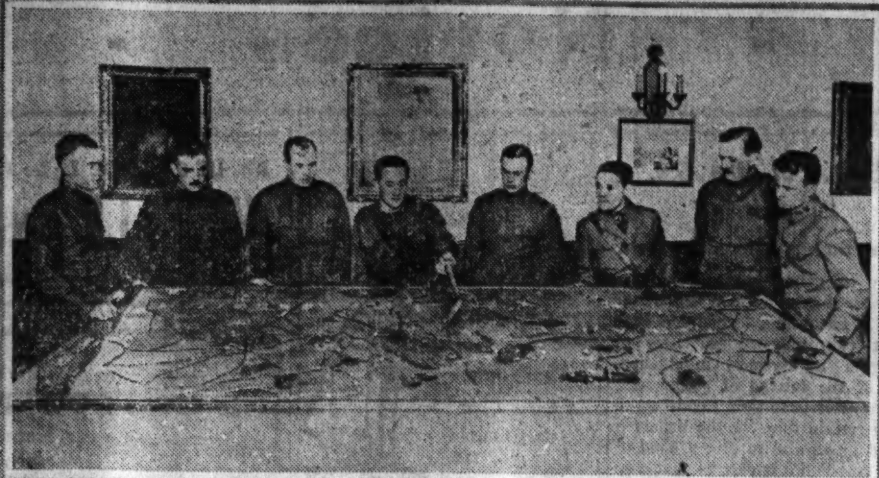
Dong put it plaintively to the court that being in front of the richa and in plain sight all the time it was impossible he should be responsible for the disappearance of the lady's belongings, but the court had suspicions aroused by the story of Dong's insistence in placing the bundle at his vehicle's rear, coincident with the dark alleyways, and concluded that he had a deft fingered accomplice. In view of which three months seemed about right.

Allies Will Strike  
At Strategic Time

(Continued from Page 1)

of officers, arranging for the latter by spare cadres accompanying the artillery and transport trains in order immediately to fill up casualties. This precaution was necessary because departing from their rule, officers must lead their men into battle. It is noteworthy that the Germans are endeavoring by every possible means to spare the lives of the remaining officers of the regular army and an enemy battalion now takes the field with only

## American Officers Studying Map Of Western Front



Map study and the making of maps is an essential part of an officer's training. Much time is devoted to instructing our army leaders in a thorough knowledge of this graph was taken in the clubroom of the new officers' club, located in the man with the pointer is Captain David Fallon, M. C., of the British which is maintained for officers of the Allies as well as those of the United States. The map in the picture shows the western battle front from St. Quentin to the North Sea, and is made from pliable clay. The interest shown by the other officers present, all of whom are

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FRAULEIN ENDURES  
MUCH IN GERMANY

Reports That Leak Into Switzerland Tell Of Terrible Hardships

By William Philip Simms  
Zurich, Switzerland.—An American woman just leaving Germany says all ordinary articles are so scarce that a sale of her worn out kitchen utensils brought undreamed-of prices.

German women packing in her home sought an opportunity to buy things families usually throw away in moving. They fetched fancy sums.

Coal Shortage Is Acute

The woman says the coal shortage is far more acute than outsiders imagine. This is not due to lack of coal, but to the labor shortage, plus transportation difficulties.

The scarcity of cars caused the military officials to reduce trains to little more than sufficient for the army needs. The rolling stock is in frightful disrepair.

Silver and nickel have been demoted. All gold, including jewelry, formerly requested "in the name of patriotism," is now demanded by the government in order to keep up gold coins and prevent too rapid decline in the value of paper money.

The people no longer expect victory, the woman declares. The best they hope for is the exhaustion of the Allies before Germany is compelled to sue for peace.

The masses have been told so often that an offensive would bring immediate peace they are beginning to feel duped and angry.

Kaiser Bowed By Hindenburg

I understand that President Wilson's speech made a deep impression in Germany and probably will bear fruit.

On the most reliable authority I learn that the Kaiser himself openly declared Wilson's terms were reasonable enough to form the basis for negotiations.

Wilhelm, however, is without influence. I am told that while openly opposed to the extremes to which the war party is leading the empire, he does not murmur, as Hindenburg and Ludendorff are his absolute masters.

An American girl, recently arrived from Germany, says many children, and even grown-ups are now going barefooted. They are unable to buy shoes. A proud professor of the University of Leipzig asked as a favor to be allowed to buy the discarded shoes of the girl's brother.

Crime Is Rampant

A crime wave is sweeping the country from end to end. Thugs often rob pedestrians of their clothes. The children of one of the girl's friends were robbed of their shoes while on their way home from school. The weather was bitterly cold and the children arrived with their feet almost frozen and bleeding.

The girl says the newspapers are most active in sneering at America. Every effort is made to diminish before the masses America's participation. They are constantly repeating that the American effort is all bluff and noise—worthy of the country which produced Barnum.

The girl had the utmost difficulty in leaving Germany. She was on the verge of receiving a decree at the University of Leipzig when America entered the war. The decree was withheld because Americans were refused permission to leave the country.

After a time she was told she could leave if she would do certain work for Germany—and would receive the same "big pay."

She indignantly refused to become a traitress and a spy. Whereupon the police forced her day and night until she finally succeeded in getting out.

War Spirit Is Fading Out

Travelers agree that 90 per cent of the German people have lost their enthusiasm for war. The sole topic of conversation is food and peace.

Intelligent people are asking "what is the good of launching another offensive?" Many of them know America, because they lived and worked there. These say the United States will continue the crusade a hundred years if necessary to rob Germany of her spoils.

Everything points in the same direction—the Central Empires are economically and generally in such a turmoil that all the Allies need do to win the war is to keep equitable war aims before the world and hold their own on the west front.

KAISER'S IRON FIST  
STRETCHED OUT FOR  
ALL SCANDINAVIA

Intention To Make Baltic Sea A German Lake Betrayed In Treaty With Finland

Washington, March 9.—It may be the intention of the Berlin Government to establish German sovereignty over Scandinavia and to make the Baltic a German lake, despatches today from an Entente capital indicate. The intelligence was received by the Entente Government from official correspondents in Berlin and Amsterdam. The Berlin telegram reads:

"The Wolff Bureau reports on the fourth of March the signing of a treaty between Finland and Germany. By this treaty Finland is placed under the material, political and moral tutelage of the German Empire. Having pretended on the fourth of March, in the principal committee of the Reichstag, that Germany would only go to the aid of Finland in the defense of the liberty of the country threatened by the Red Guards, the German Government has turned about or rather has revealed its real ambition, which is nothing less than to make a German lake of the Baltic and establish a German sovereignty over the Scandinavian states.

"No one can conceive of this policy not being of a nature to calm Swedish uneasiness. It is this which the Cologne Zeitung in one of its recent issues expresses. 'It seems,' says this paper, 'that an attitude of a part of the population (Swedish) is showing a scarcely disguised ill will. While Russia has ceased to be a danger to Sweden, Germany has acquired unprecedented power in the Baltic.'

"In short, not only Sweden is menaced. The German press is showing singular animosity toward Denmark because of the Igots Mendi (German sea raider prize) affair, and toward Norway because of the commercial agreement concluded with the United States.

"The Hamburg Fremdenblatt, in commenting upon the latter act, asks if it would not be well to stop communications and break off all relations with Norway. 'The future,' says this paper, 'has in store for us serious anxieties.'

"The intervention in Finland, the occupation of the Aland Islands, the attitude taken as regards Norway and Denmark, all seem to belong to the same plan laboriously worked out to establish German domination over Scandinavia. Pan Germanism is developing and spreading in every direction."

The despatch from Amsterdam shows that Germany is seeking a quarrel with Denmark. It says: "The German press issues a veritable ultimatum to the Danish Government, guilty of having interned the Spanish steamer Igots Mond, stranded off the Danish coast with a German prize crew."

"This steamer was a part of the booty of the corsair Wolf, and contained nearly the whole of the raw materials seized by the corsair. The fact that it was stranded off the coast of Denmark after a storm instead of entering Kiel sweeps away the entire result of the voyage of the Wolf."

"Also the decision made by Denmark, in conformity with the Hague Convention, to intern the ship and confiscate her cargo has put Germany in a state of fury. The German organ of Count von Hertling (Imperial Chancellor), says:

"We shall act with our full energy, and if Denmark must suffer the consequences she will have herself to blame."

"To those who know the habits of the German, it seems likely that Germany is seeking a quarrel with Denmark, and even with Sweden."

sequences she will have herself to blame."

"To those who know the habits of the German, it seems likely that Germany is seeking a quarrel with Denmark, and even with Sweden."

BENJAMIN AND POTTS  
SHARE LIST  
Yesterday's Prices

STOCK	Quotations Closing
Banks	
H. K. and S. B.....	\$575 B.
Chartered.....	\$71
Russo-Asiatic.....	R. 350
Marine Insurances	
Canton.....	Tls. 330 B.
North China.....	Tls. 123 1/2
Union of China.....	124 1/2 B.
Yangtze.....	Tls. 220 B.
Far Eastern Ins. Co Ltd.....	Tls. 20 1/2 B.
Fire Insurances	
China Fire.....	\$133 B.
Hongkong Fire.....	Tls. 303 B.
Shipping	
Indo-China Pref. ....	Tls. 100
Indo-China Def. ....	
"Shell".....	1200 B.
Shanghai Tug (C) ..	Tls. 25
Shanghai Tug (S) ..	Tls. 40
Mining	
Kalping.....	Tls. 9 1/2 B.
Oriental Cons.....	\$75 B.
Philippine.....	Tls. 0.80
Raub.....	Tls. 2.85 S.
Docks	
Hongkong Dock.....	Tls. 119 B.
Shanghai Dock.....	Tls. 103 B.
New Eng. Works.....	Tls. 18 B.
Wharves	
Shanghai Wharf.....	Tls. 70 B.
Hongkong Wharf.....	Tls. 84 S.
Lands and Hotels	
Anglo French Land.....	Tls. 60 1/2 B.
China Land.....	Tls. 68 B.
Shanghai Land.....	Tls. 68 B.
Welshland Land.....	Tls. 10 B.
Shanghai Hotels Ltd.....	Tls. 10 B.
China Realty (ord).....	Tls. 50
China Realty (pref.).....	Tls. 50
Cottons Mills	
E-Wo.....	Tls. 180
E-Wo Pref.....	Tls. 97 1/2
International.....	Tls. 170 B.
Leong-kung-mow.....	Tls. 69 1/2
Leong-kung-mow.....	Tls. 115 B.
Oriental.....	Tls. 135 1/2 B.
Shanghai Cotton.....	Tls. 135 1/2 B.
Kung Yik.....	Tls. 15 1/2 B.
Yangtsepooh.....	Tls. 8 1/2 B.
Yangtsepooh Pref.....	Tls. 95
Industrials	
Butler Tilo.....	Tls. 23
China Sugar.....	Tls. 75 B.
Green Island.....	Tls. 6.90
Langkata.....	Tls. 18 1/2 B.
Major Bros.....	Tls. 5
Shanghai Sumatra.....	Tls. 70 B.
Stores	
Hall and Holtz.....	Tls. 15 B.
Llewellyn.....	\$30
Lane, Crawford.....	\$100
Moutrie.....	\$35
Watson.....	Tls. 5 1/2 B.
Weeks.....	Tls. 13 1/2 B.
Rubbers (Local)	
Alma.....	Tls. 9 1/2
Amberst.....	Tls. 0.25 B.
Anglo-Java.....	Tls. 7.60
Anglo-Dutch.....	Tls. 3.85 B.
Ayer Tawah.....	Tls. 25
Batu Anam 1918.....	Tls. 0.90
Bukit Toh Alam.....	Tls. 2
Bute.....	Tls. 1
Chemor United.....	Tls. 1 B.
Chempedak.....	Tls. 9
Cheng.....	Tls. 2.10
Consolidated.....	Tls. 2 1/2 B.
Dominion.....	Tls. 9
Gula Kalumpung.....	Tls. 6 B.
Java Consolidated.....	Tls. 18 1/2
Kamunting.....	Tls. 5 1/2
Kapala.....	Tls. 0.50
Kapayang.....	Tls. 27 1/2
Karan.....	Tls. 11
Kota Bahroes.....	Tls. 5 B.
Kroewoek Java.....	Tls. 10 1/2
Padang.....	Tls. 12 1/2 B.
Pengkalan Durian.....	Tls. 5 B.
Remat.....	Tls. 2 1/2
Sama Kandang.....	Tls. 0.92 1/2
Sama Kandang.....	Tls. 0.92 1/2
Seokee.....	Tls. 0.50
Senambu.....	Tls. 1.05
Senawang.....	Tls. 12
Shanghai Klebang.....	Tls. 0.70
Shanghai Malay.....	Tls. 7
S'hai Malay-pref.....	Tls. 10.70
Shanghai Pahang.....	Tls. 1.30 B.
Sungala.....	Tls. 1.50
Sungei Duri.....	Tls. 9
Sua Manggis.....	Tls. 4
S'hai Kalantan.....	Tls. 0.75
Shanghai Seremban.....	Tls. 0.50 B.
Taipang.....	Tls. 1.90 B.
Tanah Merah.....	Tls. 0.90 B.
Tebong.....	Tls. 16 1/2 B.
Ulobi.....	Tls. 2 1/2
Ziangbe.....	Tls. 4 1/2 B.
Miscellaneous	
C. I. and E. Lumber.....	Tls. 140 B.
Culty Dairy.....	Tls. 7 S.
S'hai Elec. and Asb.....	\$2
Shanghai Trams.....	Tls. 67
Shanghai Gas.....	Tls. 24 B.
House Bazaar.....	Tls. 30
Shanghai Mercury.....	Tls. 30
S'hai Telephone.....	Tls. 75 1/2 B.
S'hai Waterworks.....	Tls. 160 B.



# Business and Official Notices

## The Chemor United Rubber Company, Limited

(Incorporated in Hongkong)

NOTICE IS HEREBY GIVEN that the Sixth Annual General Meeting of Shareholders will be held at 13 Nanking Road, Shanghai, TOMORROW, the 22nd day of April, 1918, at 4 p.m.

The Transfer Books of the Company will be closed from 15th to 22nd April, 1918, both days inclusive.

By Order of the Directors,

R. N. TRUMAN & CO.,

Secretaries & Managers.

Shanghai, 11th April, 1918. 17517

## Success or Failure?



YOUR LIFE is the most important life that was ever lived—so far as YOU are concerned.

What are you DOING with that life? What are you GOING to do with it?

It will pay you to stop and think—NOW.

Have you been grasping your opportunities? Are you grasping them TODAY?

EACH DAY brings you twenty-four hours nearer to maturity—TO OLD AGE. YOU can prepare yourself for ANY future—if you begin before it is TOO LATE.

YOUR LIFE is the most important subject in the world to you. What you get out of it tomorrow depends on how you prepare for it TODAY.

What have you done—what ARE you doing—with YOUR LIFE?

American School of Correspondence,  
34 Nanking Road, Shanghai,  
Dept. "C"

## Opportunity Coupon.

Dear Sirs:

Send me at once your Free Bulletin and advise how I can qualify for the position marked "X."

Architect Bookkeeper  
Civil Engineer Shop Foreman  
Contractor Insurance Agent  
Electrical Engineer Stenographer and  
Mechanical Typist  
Lawyer Draftsman  
Accountant Auditor

Name.....

Address.....

## Fresh Butter.

### "DAISY" BRAND

### "MEADOW" BRAND

We beg to notify our Customers that owing to the difficulty in securing supplies, we are temporarily out of stock of Fresh Butter but we are expecting a large shipment to arrive early in May, sufficient to meet all requirements for some considerable time.

GEDDES & CO., LTD.

Importers.

## Wreck of the S.S. "Shaohsing"

Main Boilers offered for Sale.

An offer has been received to purchase the two main boilers of the S.S. Shaohsing, (which lies sunk about two miles South East of Tungsha Lightvessel) in anticipation of the salvaging of them.

The offer is to sign a contract to pay a certain sum for the boilers if salvaged intact and to give a bond of Tls. 20,000 in respect to that contract. Further if the boilers be damaged in the process of salvage a proportionate value will be determined by arbitration.

Other offers to purchase the main boilers on these conditions are hereby invited.

Offers should be in sealed covers and should be marked "Offer for Shaohsing's boilers," and they will be opened on the 15th May.

There will be no obligation to accept the highest or any offer.

The boilers, if salvaged, will be delivered in Shanghai Harbour under sheer legs.

Particulars of these two boilers are as follows:

Built	1901
Diameter	14' 9"
Length	10' 6"
Working Pressure	190 lbs.
Heating Surface	1875 square feet

W. Ferd. Tyler,

Coast Inspector.

Coast Inspector's Office,

Shanghai, 20th April, 1918.

## MARRIAGE

SMEATON-TIPPLE.—On 15th of April, 1918, at the British Consulate, Yokohama and afterwards at Christ Church, Yokohama, by the Rev. Eustace Strang, John Gow Smeaton of Shanghai to Nora, eldest daughter of Mr. and Mrs. Rennie Tipple of Yokohama.

## SPECIALIST

(can speak English well)

For

Veneral and Surgical disease.

Man and Woman's disease.

(studied medicine in Japan, America and Europe)

Charge moderate.

Japanese Dr. K. WATANABE,

A.M., M.D.,

21 Haining Road (fifth house from North Szechuen Road)

17323

## Peking Union Medical College Premedical School

Announcements for the Academic Year 1918-19.

Curriculum: The Premedical School offers a three year course in the fundamental subjects which are prerequisite to the study of medicine. The curriculum includes courses in mathematics, physics, chemistry, biology, English, Chinese and German. The work in the second and third years is of the grade required in the first two years of the best American Universities. Student who completes the work of the Premedical School satisfactorily will be admitted to the first year of the Medical School without examination.

Medium of Instruction: All courses except those in Chinese language and literature are conducted in English.

Entrance Requirements: Admission to the Premedical School is by examination. To be eligible for the entrance examinations, a candidate must be a graduate of an approved Middle School, and must possess a good working knowledge of English, both oral and written.

Advanced Standing: Admission with advanced standing will be granted to candidates who present suitable credentials showing the completion of one or more years of work of collegiate grade and who pass satisfactory examinations in the subjects for which credit is desired.

Examinations: Examinations for entrance and for advanced standing will be held at Peking, Shanghai and Canton, June 18 to 22, and August 27 to 31, 1918.

Calendar: The first semester opens Tuesday, September 17, 1918, and closes January 31, 1919. The second semester opens February 11, 1919 and closes June 29, 1919.

The work of the Medical School will open in September, 1919.

Applications for admission to the entrance examinations and requests for further information should be addressed to

The Dean of the Premedical School,

Peking Union Medical College,

Peking, China. 17597 17493

## BILL SMITH

says:

Know your subject: know your goods from the source of the raw material to the delivery of the finished product.

Gordon's Dry Gin is without exception the Premier Cocktail Gin

ASK BILL!

Garner, Quelch & Co.

Sole Agents

17517

## The Semambu Rubber Estates Ltd.

(Incorporated in Hongkong.)

NOTICE IS HEREBY GIVEN that the Fifth Annual General Meeting of Shareholders will be held at 13 Nanking Road, Shanghai, on Tuesday, the 30th day of April, 1918, at 3.30 p.m.

The Transfer Books and Share Register of the Company will be closed from the 23rd April, to 30th April, 1918, both days inclusive.

By Order of the Directors,

R. N. TRUMAN & CO.,

General Managers.

Shanghai, 19th April, 1918. 17608

## Conseil d'Administration Municipale de la

Concession Francaise de Changhai

AVIS AU PUBLIC

A la suite de la démission de Mr. Gréné, Mr. Tissot-Dupont assumera les fonctions d'Ingénieur Municipal par intérim à dater de ce jour.

Par ordre,

Le Secrétaire du Conseil,

G. LAFERRIERE.

French Municipal Council

PUBLIC NOTICE

Following the resignation of Mr. Gréné, Mr. Tissot-Dupont will act, from today, as Municipal Engineer.

By order,

G. LAFERRIERE,

Secretary.

17615

## A. D. C.

179th PRODUCTION

"Hello, Shanghai!"

A Musical Revue

Book and Lyrics by

E. P. GRAHAM-BARROW

Music by

M. D. SILAS

IN AID OF

Allied War Funds

Tuesday, 23rd April 1918

Thursday, 25th " "

Saturday, 27th " "

Booking now open at

MESSRS. MOUTRIE & CO., LTD.

Seats not taken up within 24 hours will be resold.

4th Performance

Monday, 29th April, 1918

In aid of the American Red Cross Fund.

Booking will open at

S. MOUTRIE & CO., LTD.

On Thursday, 25th inst.

By Order

WM. ARMSTRONG,

Business Manager.

17597 17493

ZUNG LEE & SONS, (W. Z. Lee & Sons, Est. 1895), BROADWAY, SHANGHAI

## METALS AND HARDWARE

Contractors to Governments, Municipalities, Railways, Tramways, etc.

FOR SALE

2 CYL. 27 H.P. MARINE ENGINE (with Kerosene Attachment)

Manufactured by the

ATLAS GAS ENGINE CO., INC., OAKLAND, CALIFORNIA, U. S. A.

Can be seen at the offices of

Knapp & Baxter, Inc., 6 Kiukiang Road.

Phone C. 1660 Phone C. 1625

## ADDING AND LISTING MACHINES

FROM \$15 U.S.C. UPWARDS

THE OFFICE APPLIANCE CO.

4 CANTON ROAD, SHANGHAI.

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# Just How the Spies Carry Messages on Their Skins

Science Explains the Ingenious Use of Chemicals in the Nefarious Traffic and How the Hidden Writings May Be Brought to Light and De-ciphered



"When the proper chemicals were applied there appeared on her back what looked like a grotesque bug on a twig. When photographed and studied it turned out to be a map of one of the most important French fortifications."

A EUROPEAN dispatch reports the seizure of a woman spy carrying military secrets from allied countries concealed on the skin of her back.

The secret message, which contained important military information intended for Germany, was written in invisible ink. The French Secret Service agents detected its presence by close scrutiny and found the method of developing it after a long series of tests.

This episode illustrates well the extraordinary ingenuity which is employed by the German General Staff in organizing spy work and gathering military secrets from allied countries. Hundreds of thousands of persons are probably employed in this work and every imaginable method of smuggling information back to Germany is tried. On the other hand, the allied officers are equally alert in hunting spies and have their own methods of gathering information.

The female skin offers an unusually dangerous channel of communication. A chivalrous allied officer might hesitate to inflict humiliation on a woman and would be very apt to overlook such a place of concealment. In such cases not only is the message written in invisible ink, but it is also in secret code. It is therefore hidden behind a perfect network of defences.

Many kinds of invisible writing are known to science, and most, if not all, of these can be practised on the human skin. It should be remembered that one of the earliest forms of writing material—parchment—was made of animal skin, and that the human skin does not differ greatly from this.

For every form of invisible writing there is an appropriate method of development. The "secret service" or "intelligence" officer who is entrusted with the work of catching spies and detecting secret messages must be an expert chemist, a scientific criminologist and an advanced student of military affairs. He must be able to detect every kind of secret writing.

There are a number of colorless substances that may be used as inks which become visible on the application of heat only.

Lemon juice will turn yellow on exposure to the fire. A very weak solution of aqua fortis, oil of vitrol, common salt or saltpetre will turn yellow or brown on exposure to heat.

A weak solution of chloride of cobalt and chloride of nickel is turned a beautiful green by heat.

A solution of acetate of cobalt, with a little cobalt turns green when heated and disappears on cooling.

A dilute solution of chloride of copper becomes a fine yellow at moderate heat and disappears on cooling.

A solution of acetate of cobalt, with a little nitrate added to it, turns rose-colored when heated and disappears again when cold.

A very efficient form of secret writing is made with a solution of acetate of lead. This becomes visible when cigarette smoke

is blown on it and also when other forms of heat are applied.

A "sympathetic ink" is one that becomes visible and vanishes again as required. It is said the Germans have used for this purpose a fairly strong solution of phenolphthalein. Writing done with such a solution on ordinary white paper is quite invisible when dry, but when placed for a few seconds in ammonia the writing becomes a pink color, which fades as the ammonia evaporates.

Sulphate of copper and sal-ammoniac, in equal parts, dissolved in water, make a colorless writing which becomes yellow when heated. Onion juice acts in the same way.

Writing done with a weak infusion of galls turns black when moistened with weak copperas water.

A weak solution of sulphate of iron turns blue when moistened with a weak solution of prussiate of potash or black with infusion of galls.

New milk, written on white paper, is made legible by sprinkling with coal dust or soot.

An invisible ink prepared with nitrate of bismuth dissolved in water, will be invisible when dry but is made visible again when immersed in water.

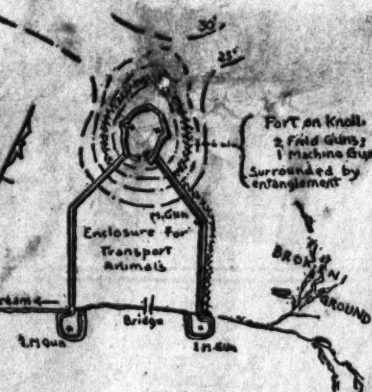
Writing made with a solution of ferrocyanide of potassium is developed by pressing over the dry invisible characters a piece of blotting paper moistened with a solution of iron sulphate.

A pure dilute tincture of iron is developed by a blotter moistened with strong tea.

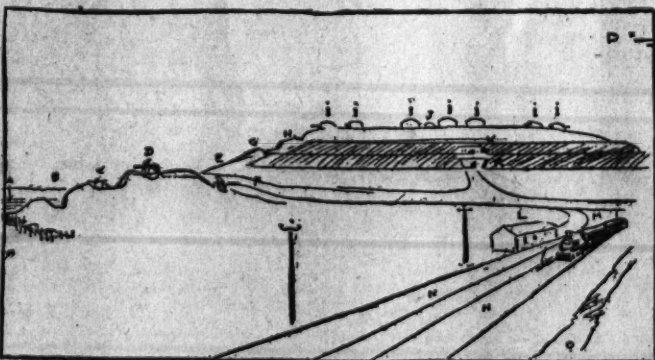
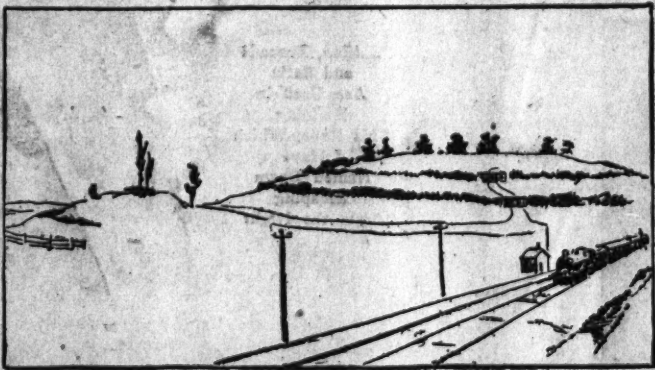
The invisible inks are perhaps most commonly used between the lines of an ordinary letter where they would have had a chance of escaping detection during the earlier stages of the war. Now it is usual to confiscate all papers on the person of a suspected neutral passing out of a belligerent country, and it is for this reason that the practice of writing on the skin has been restored to.

Some of these inks can be detected on the spy's skin by a skilled finger, others by

The Design on the Woman Spy's Back.



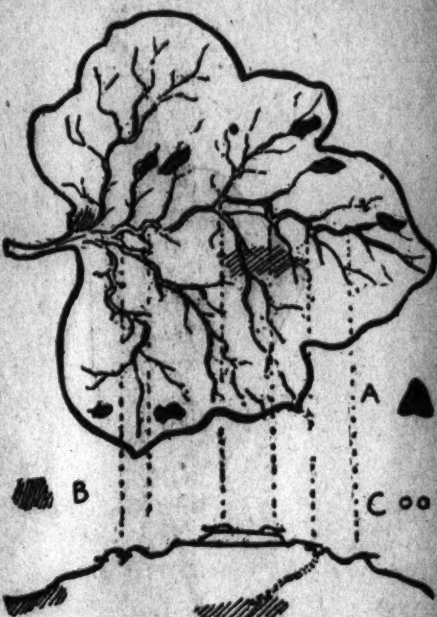
The Map of the Fortifications It Proved to Be When Redrawn According to the Secret Code.



How an Apparently Innocent Sketch of a Landscape Turns Out to Be When Decoded a Picture of a Fort Showing the Gun Emplacements.

means of the microscope and others by use of heat. The developers vary from cigarette smoke to prussiate of potash and other dangerous chemicals. It is in the use of liquid developers that the difficulties of the officer searching for a hidden message become great. If he used the wrong developer he might wash out all traces of the message.

The officer, therefore, proceeds in the following way: When he has ascertained the probable location of the writing he uses first



How an Apparently Innocent Picture of a Leaf Conceals Important Information Regarding Defences. A—Small Forts; B—Mined Areas; C—Guns. The Outline of the Leaf Veins Shows the Contour of the Main Fortifications.

found early in the war that the elaborate fixed constructions of steel and concrete were of little value against modern artillery. Their place has been taken by vast earthworks spread over a great territory which can be modified to suit the changing conditions of the struggle.

Information concerning these works are, of course, eagerly desired by the enemy and, while aeroplanes are perhaps principally depended on, drawings smuggled out of the country in one way or another still play an important part in military spy work.

Many reports from Europe indicate that women have done much of the most dangerous and daring spy service during the war. A great deal of mystery surrounds the subject. Neither side cares to advertise the methods which have been successful in smuggling military intelligence. It was announced, for instance, that Matahari, a Dutch-Oriental dancer, had been executed for espionage in France. Newspaper reports credited her with having secured early information concerning the construction of the British "tanks," and with conveying it to the Germans.

She had had a long career of successful and daring espionage, lasting probably for two years. She made her headquarters in Paris, but made frequent trips to England. Then she made journeys to Holland and to Spain, and it was evidently at these times that she conveyed much of her information to the Germans. It is reasonable to believe that she carried code messages secretly written on her skin.

Women of the type who are hired as spies show themselves extraordinarily daring and resourceful. They are quicker than men at throwing pursuers off the scent, more ready with excuses and better able to avert suspicion. An outburst of tears, due to thoughts of the loved ones at home, will often drive all suspicions out of the mind of the officer whose duty it is to look for spies.

Women have also a great and wonderful capacity for concealing documents. They have been known to hide them in the heels of their shoes, under their hair, in the lining of their corsets and in other strange places.

There are millions of persons passing between neutral and belligerent countries and every one has some possibility of conveying military information of importance. To prevent their operations taxes the limit of human ingenuity. The Swiss, for instance, are able to watch military operations in four warring countries. Air, water and the depths of the earth are used as channels of secret communication.

The Fate of the Spy. An Actual Photograph After an Execution of a German Spy in France.

the developers that will do no injury. Then he takes a tiny drop of one of the others and applies just enough of it to the skin to reveal the presence of the substance he is looking for.

The secret writing may be a series of code ciphers or it may be a drawing that ingeniously conceals some details of a fortress. General Baden Powell, of the British Army, the founder of the "Boy Scouts," has given some interesting details of the methods of making secret drawings of fortresses in his book, "My Adventures as a Spy."

Ability to draw well is a valuable accomplishment of a spy. When he wishes to take an exact map of a fortress he may, for instance, draw a well-executed picture of a butterfly, with plenty of peculiar markings on its wings. These markings indicate quite clearly to one who is in the secret the number of guns in a fortress, their size and arrangement.

The drawing of a stained glass window of intricate pattern has served to hide an astonishing amount of information about a fortress.

The kind of fortresses General Baden-Powell described have become of little importance during the present war. It was



# The New Opera Gowns

## By Lady Duff-Gordon

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.

PHOTO BY  
IRA HILL

The Pride of This Costume  
Is the Mystic  
Half Enveloping  
Folds of  
the Embroidered  
Veil

By Lady Duff-Gordon  
("LUCILE")

It is properly assumed that a woman wears her best gown to the opera. Her finest raiment is donned for an evening of Wagner or Mascagni or Gounod or Verdi.

An officer, returned to London from service in East India, told me that, wearied with life amid the mystic simplicities of the Far East, he desired to see life expressed in its highest terms of beauty and enlightenment.

"And so," he said, "I shall go to Covent Garden."

Curiously, I heard the same longing expressed by a young naval officer back from the Philippines. To see refinement of supreme civilization to-day he went to the Metropolitan Opera House in New York.

"The spectacle gave me the purest aesthetic joy," he said. "The gleam of marble-like shoulders after vistas of brown bodies, not too much clad, and never quite clean, was a sheer joy to my eye. And the soft, rich blues and yellows, the rosy pinks and the pearl-like whites and splendid blacks, the caress of velvet and the lustre of satin, the combined radiance from milk-like pearls, diamonds like white fire and rubies like the blood of a passionate heart—it was like reaching heaven after a stay in the other place. If any one sings 'The Road to Mandalay' to me for another five years I'll slay him where he stands. And I'll never feel any remorse."

An analytical examination of these creations for opera will sound a chord harmonious with the symphony of the sailor warrior's praise. Metallic brocade, chiffon, with rich borders of ribbon stripes,



Another View of the Gown Above

mousseline de soie, soft as a princess' handkerchief, garlands of flowers fashioned of gold and silver and satin, richest embroidery and swathings of veillings such as might have embellished the person of an empress, and a headdress far more beautiful than some of the ill-fitting and unbecoming disputed crowns worn by European queens, go to the sum of splendor of these costumes for opera night.

Chiffon, Brocade  
and Satin  
Are Used in  
Building  
This Robe, Which  
I Have  
Named Dawn  
Escaping  
from the Night

It was suggested that I might well name the gown worn by the largest figure Dawn Escaping from the Night. To the poetic fancy it does indeed suggest lovely dawn, pale in the embrace of night. The gown is built upon the slight tenuous foundation of delicately tinted chiffon. The slip is full and soft. The skirt is ornamented with wide tucks. The upper part of the slip shows whitely through the over drapery. Narrow, graduated bands cross the shoulders. Over this fall fold upon fold of rich dark net. Substance, or "body," is given to this by three rows or bands of black silk, edged with piping of dark velvet. Draped from the shoulders and depending from the waist line, where it seems to be caught negligently here and there, falls the magnificent sweep of brocade. A touch of lightness and vivid color is added by the introduction of the festooned garlands. This is an expression of extreme modernness. It might be termed the Spirit of the Woman of 1918.

The smaller figure is of Oriental semblance. The long, sweeping veil and the barbarically large and handsome headdress suggest the munificence of the harem.

I regard this sweeping veil as one of the most beautiful of my inspirations. To the gown it lends a softening richness of effect that is of poetic impressiveness. Note, too, that I have utilized moire for the principal building material of the gown. There is no handsomer fabric than good silk moire. Over this is draped the metallic embroidery. Confers a simple touch the tulle that gracefully envelops the bust and shoulders. And the pride of the costume is its half enveloping veil.

For a dinner your most becoming gown; for the theatre your most chic frock; but for the opera your most splendid one. The gowns here displayed I consider among my greatest triumphs. Than these I have never had more gratifying results.



## Organised Brutality To British War Prisoners

Official Report Now Issued With Direct Evidence  
Of Exchanged Prisoners

An official report on the treatment of British prisoners of war during their transport from France to Germany was issued last month, direct evidence having then been obtained from 48 officers and 77 men who were back in England. The abominable treatment which the prisoners received is an old story, and if it merely recorded cruelty on the part of ill-conditioned individuals and crowds we should not be greatly interested, but the evidence now obtained clearly establishes that the inhumanity shown to British prisoners was deliberate and was carried out by order. It is almost essential that the true character of the German Government, the people with whom peace will have to be negotiated, should be known, and authentic evidence, such as that quoted below, is an element in the case which cannot be ignored. The period covered is August-December, 1914.

In almost every case the treatment of the British prisoners was barbarous. The few instances of humanity shown "force into all the greater relief," as the Report states, "a remarkable record of organised cruelty." For that cruelty the German Imperial Government was responsible. The principal means used were:

(1) Careful neglect to give medical treatment to wounded prisoners (during journeys which lasted two to five days).

(2) Overcrowding of officers and men—wounded and unwounded—usually in uncleaned and manure-strewn horse and cattle trucks.

(3) Non-provision of sanitary accommodation. Elementary requirements of decency and cleanliness were constantly refused.

(4) Deliberate deprivation of food and water. The German Red Cross nurses habitually declined to supply the British prisoners.

(5) Differential treatment of British and French prisoners with the object of degrading the British. At all stages of the journey British prisoners were displayed to the execration of the crowd.

These were the almost universal methods employed against the "English swine," the usual epithet applied by German officers, men, and civilians to the British prisoners. There are very many examples of other acts of brutality. The commonest were striking and spitting upon officers and men and the theft of their belongings. One officer was compelled by a German nurse to walk naked from his stretcher to the station bus (used as a hospital), a distance of 100 yards, which he did after a sentry called up by the nurse had forcibly removed his only covering, a blanket and had given him "one or two gentle prods" with his bayonet.

### Behavior Of Civilians

The behavior of the civilians was worse even than that of the military. The Report summarising, with much moderation, an overwhelming mass of evidence, says:

On all journeys without exception, whenever the train stopped—and halts were always long and frequent—a dense and highly hostile crowd was found on the platform, who surged round the carriages and trucks containing prisoners, threatening them with knives and revolvers and insulting them with the grossest forms of abuse. German officers often took an active part on these occasions. One scene in particular, at Aachen on September 2, is described by several witnesses. Here a mob of drunken Uhlans and railway employees was deliberately incited against the prisoners by a German colonel. Their behavior became so threatening that the train was saved from being rushed by the crowd only by being moved out of the station. If there happened to be among the prisoners a Highlander in a kilt, this curiosity would be exhibited in the doorway of the truck.

Well-dressed women were constantly prominent in these scenes, and often at wayside stations rows of school children would be found drawn up, chanting choruses of abuse. At the journey's end the prisoners would have the same experience as they were marched from the station to their camp. At Torgau, for example, a party of 30 officers, arriving in the evening after a three days' journey, were marched through the town with a thin guard of old Landsturm troops, and had great difficulty in getting through the immense spitting, threatening crowds mostly well-dressed people of the middle classes, which thronged the streets. At one large house several ladies in evening dress stood at an open window shouting and

shaking their fists. One of these officers describes how, as they left the train at Torgau Station, a woman leant from the window of a first-class compartment and spat in his face.

From the statements of the officers two "reasons" for the special hatred of the British by the Germans emerge: (1) The spike in the regulation clasp-knives carried by the soldier "was used for picking out the eyes of the German wounded;" and (2) the British used dum-dum bullets. These appeared to be articles of faith among the German civilians, and were credited by many German soldiers. It was also alleged that the British cut the throats of the German wounded. There is likewise evidence that the repulse of the Germans at Ypres by "French's contemptible little Army" had made the Germans very bitter.

In the long record of cruelty towards suffering and defenseless men, one kind of exception stands out. In several cases, though by no means in all, the guards in charge of the prisoners showed them what kindness they could, usually by procuring food and water. In some instances the food thus smuggled in was all that the prisoners got. The men who did these acts were nearly all in humble positions—there are not half a dozen cases in the 125 recorded of German officers showing any concern for their charges. Generally the guards who exhibited kindness were in fear of being discovered by their officers.

### Martyrdom On The Journey

One instance in which the prisoners were not subjected to the abuse of the crowds at the stations is given. The men were simply put into a wagon and left for 72 hours without any attention. This happened in October on the journey from Douai to Hanover.

We were put (says Private J. O'Neill, Royal Irish Regiment) into horse wagons in batches of 75, and were three days without seeing daylight and without food and water. No one even opened the door of the box the whole time. My wound was getting maggoty; it had only been dressed once, by the French sister (at Douai).

Major Vandaeur, Scottish Rifles, was taken from Douai to Crefeld, also in October, 1914. Major Vandaeur, who is thoroughly conversant with German, says:

We were all marched off to the railway station, being reviled at and cursed all the way by German officers, as well as by German soldiers. One of our officers was spat on by a German officer.

At the station we were driven into closed-in wagons, from which horses had just been removed, 52 men being crowded into the one in which the other four officers and myself were. So tight were we packed that there was only room for some of us to sit down on the floor. This floor was covered fully three inches deep in fresh manure and the stench of horse urine was almost asphyxiating. We were boxed up in this foul wagon with practically no ventilation, for 30 hours, with no food and no opportunity of attending to purposes of nature.

All along the line we were cursed by officers and soldiers alike at the various stations, and at Mons Bergen I was pulled out in front of the wagon by the order of the officer in charge of the station, and after cursing me in filthy language for some ten minutes, he ordered one of his soldiers to kick me back into the wagon, which he did, sending me sprawling into the filthy mess at the bottom of the wagon.

Captain Corbett, R.A.M.C., with 35 R.A.M.C. personnel, was brought from Bertry to Brussels and placed in a horsebox. All that day the horsebox in which we were remained at Brussels. At intervals parties of Germans would open the door and insult and injure us. They prodded us with their bayonets, spat on us, and urinated on us. Officers would draw their revolvers and present them at us. I addressed officers and pointed out our brassards, but they took no notice.

Typical German Officers. Captain E. M. Middleton, R.A.M.C., records that on the journey to Hanover his first escort proved decent men. At Cologne the escort was changed.

The new officer in charge of the train was the other and more plentiful type, the loud-voiced bully and sad. We, in our ignorance, came to the conclusion that he must be either half-drunk or not quite sane. After constantly meeting the type for a number of months we know now that he was neither of these things, only

German. Our first introduction to him was when he arrived at the window and screamed a number of unintelligible sentences at us. The only word we could recognise was "Schweinhund"—a particularly offensive German epithet—which recurred frequently.

At one station, a German officer who was standing in the crowd said something to the sentry in the carriage, who was sitting opposite to one of our officers, who was wearing an eye-glass. The sentry thereupon leaped across, snatched the glass from his eye, and handed it to the German, who threw it on the ground and ground his heel into it.

### Fiendish Nurses

In nearly all the prisoners' statements reference is made to the revolting behavior of the nurses of the German Red Cross Society. It may be explained that at every railway station there was an elaborate installation of food and drink and medical appliances presided over by women wearing the Red Cross uniform. These showered attention on the German wounded, and would give food and drink to the French prisoners. For the British they had nothing but foul abuse or worse. "We saw some German Red Cross nurses," says one prisoner; "the only thing I remember about them is that some of them spat in our faces."

When asked by a wounded officer (says the Report) for a glass of water one of these ladies presided over the crowd and observing that it was "not for swine." They would bring water and soup in cans and pour it out on the platform in front of the Englishmen. The women . . . were extraordinarily venomous in preventing anything from reaching the prisoners, and their general display of spite, their heartless cruelty, their profusion of gross insult were barbarous beyond all words. One officer tells how a woman of the Red Cross brought him a glass of water, spitting in it first. Very occasionally it would happen that a German officer would order one of these women to bring something for the prisoners, which she would do most unwillingly. Once, at Coblenz, a Red Cross woman handed a British officer a sandwich, deceived by the red trousers, given him, at a French hospital, which he happened to be wearing. She soon discovered her mistake, and was careful to warn her companions. This persistent degradation of the Red Cross, universal emblem of charity in warfare, caused the deepest possible impression on the British prisoners, both officers and men, at that time.

Towards the end of 1914, one officer records that he travelled in a hospital train, but, says the Report, "it was not till the later months of 1915 that it became a general rule for wounded English prisoners to receive medical care on the journey to Germany."

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## TRENCH SHOES MADE UP OF NEW KIND LEATHER

Heavy Army Footwear, Costing  
About \$6.00 Per Pair, Will  
Be Tried Out

Boston, March 12.—In the new contracts for army shoes the Government is to try a new army leather. Several tanners have been aiding the quartermaster in developing this leather and 300,000 pairs of trench shoes will be made up. The leather is understood to be bark tanned and waterproofed. The shoes will have a much heavier sole and will cost the Government about \$2 per pair more than the present service shoe. These new shoes will be made up at once.

Awards have been made to W. H. McElwain Company, Boston, for 75,000 pairs at \$6.65 per pair; R. P. Hazard Company, Gardner, Me., 50,000 pairs at \$6.53½; Farmington Shoe Company, 100,000 pairs at \$6.58 and Rice and Hutchins, Boston, 75,000 pairs at \$6.58. The price on the last order for the old type of trench shoe was at \$4.65, but the increased cost due to the heavy sole and extra labor, makes up for this difference.

### BRITAIN TO CUT BREWING

New Reduction Will Save 200,000  
Tons More Of Barley A Year

London, March 12.—Criticism of the continued use of grain for brewing and malting was made in the House of Commons today by Mr. Leitch-Jones and others.

John R. Clynes, Parliamentary Secretary of the Food Control Board, in reply, said that having regard, among other considerations, for the food situation and opinion in America the Government, while maintaining a supply of beer for heavy manual workers, intended to reduce immediately the tonnage to be used for brewing material. One hundred and fifty thousand tons of barley were taken from the brewers and malsters on March 1, and a further 200,000 tons would be saved early by restricting the standard of barrelage and using substitutes vastly more economical.

The brewing materials for 1918-19, Mr. Clynes added, would be equivalent to 512,000 tons of shipping, compared with 1,500,000 tons early in the war. The brewing material would amount to something less than 3 per cent of the solid food ration and from one-third to one-fourth of these materials could be recovered in the form of animal food.

Mr. Jones declared the drink bill was too heavy a burden for the country in time of war. For 1914, he said, it had totaled \$164,000,000; for 1915 it had been \$182,000,000, while for 1916 it had grown to \$204,000,000, and, despite appeals for economy, it had amounted to \$259,000,000 in 1917.



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charming suit? The Spring suits  
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## Our Spring Dresses

in Muslin, Lace, Georgette, Taffeta and thin  
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# La Vogue

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a real rose blossom.

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the most wonderfully effective pre-  
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irritation, that you ever imagined.

Try Vanishing Cream for yourself.  
Your druggist will gladly supply you  
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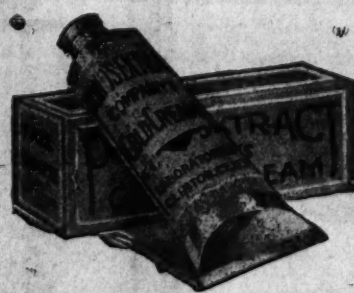
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New Spring Modes

Exclusive Adaptations

Original Creations

of

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# AUTOMOBILES

SHANGHAI, SUNDAY, APRIL 21, 1918

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And Farm Labor Short, Country  
Depends On Motors

That America is fast becoming motorized and therefore more efficient for war needs is evident from the reports of Alfred Reeves, General Manager of the National Automobile Chamber of Commerce, who recently returned to New York from a 4,000-mile trip through the mid-West, where cities, farms and military forces are showing appreciation of the advantages of the internal combustion engine in the present "oil age" which is now beginning in the United States.

In cities the use of passenger cars, trucks and buses is increasing for time-saving errands and transportation; on the farms gasoline engines are used in automobiles, tractors, threshing machines, for churning and a score of other power-driven appliances, while in the army camps more than 10,000 motor cars and trucks are in use.

The American nation leads the world in utilizing the efficient transportation service furnished by the wonderful modern internal-combustion motor, which conserves coal and rail transportation, and, besides, increases agricultural and manufacturing production.

Gasoline is so plentiful that officials at Washington have recommended its free use so there would be no difficulty about the Government obtaining its fuel oil supply, which comes only after gasoline is taken from the crude.

While the motor industry has made some gigantic strides real appreciation of it has developed since the war began. The motor car has really become recognized as a utility vehicle, and in view of the statements of A. C. Bedford, Chairman of the Petroleum War Service Committee, and others that there is ample gasoline for all needs. It is desirable to operate motor cars for useful purposes as much as possible instead of for pleasure.

"In army encampments there is an increasing use of motor vehicles, and when our forces go abroad they will have more and better equipment than the armies of all the other nations combined. As Secretary Baker announced a few days ago, Liberty Motors are now being shipped abroad and reports from the air training camps show this motor to be one of the best, if not actually the best ever produced, no other made showing 400 horse power for a little more than 500 pounds in weight. The average automobile motor gives only 1 horse-power for each 10 pounds of weight.

"How much better off we are than Europe, where the use of motors is limited largely by the supply of gasoline that can be imported! There are only 230,000 motor vehicles in Great Britain, whereas there were more than 5,000,000 registered in this country the first of January. The Bureau of Mines reports our gasoline production at 6,849,000 gallons per day, while our war needs are only 959,000 gallons, and shipments of that amount are limited somewhat by the available tonnage.

"The American nation is fast going on a motor basis for greater efficiency in the present crisis, and the gasoline engine is rapidly taking the place of man and horse in supplying great production, better or more convenient service, and more certain transportation of materials and men."

## Motors And Efficiency

Harry S. Houpt, president of the Hudson Motor Car Company of New York, in discussing the motor car the other day said:

"Could the American people get along without the automobile? Undoubtedly they could, but not easier than they could get along without typewriter, telegraph, telephone, street car and elevator. It is necessary in order to maintain present standards of efficiency. It is one of the things that has made this country great in achievement, because it has kept us in close touch with others. It has reduced miles to yards, hours to minutes.

"There is, therefore, a feeling in official as well as in business circles that after the automobile plants have fulfilled their obligations and handed over to the Government whatever facilities are necessary for the manufacture of munitions they can best fulfill their duty to help win the war by building plenty of cars.

"Thus this year will see many factories busy all night and day supplying the boys 'over there' with their requirements and the folks left behind with theirs. In both these duties—to soldier and civilian—the automobile industry will be helping materially to rout the enemy.

"There is scarcely a phase or feature of business life which the automobile has not entered with beneficial results. It carries thousands where railroads and street cars cannot penetrate. It is ready at call.

These facts are more generally realized than ever since America entered the war. People have ceased to think of the automobile in terms of pleasure only. They know by proof of eye and personal experience that it is a great and indispensable utility.

"There will not be the usual output of cars this year—that is impossible. It is therefore good advice to order early if early delivery is desired, for all signs point to a great demand for cars."

## American Gasoline Supply Now Exceeds Consumption

Washington.—In the language of a government official whose duties bring him into close touch with motor transportation, "the gasoline situation has righted itself."

From a threatened gasoline shortage to an over-supply is the history of developments within the last few months. The supplies of gasoline on hand and in prospect are so great that the petroleum war service committee of the council of national defense is advising American car and truck owners that they will be doing their country a service by using their machines to the fullest extent for the relief of passenger, freight and express traffic on the railroads in the United States, instead of curtailing the use of motor vehicles to conserve gasoline for military uses, as has been necessary in England and France.

The gasoline situation, which threatened last summer to result in a shortage, has changed radically. Gasoline economy, due to the campaigns recently encouraged by the United States bureau of mines, the drilling of new oil wells, increased production of gasoline by the cracking process, decreased use of automobiles during severe winter weather and lack of shipping facilities for export to Europe, have combined to cause consumption to fall below production. The reserve supply accumulating will tax storage facilities to the utmost before the winter is over.

A statement issued by the petroleum

war service committee indicates that it is desirable to use gasoline for power purposes to insure continuous and ample production of fuel oil for the navy. Gasoline is in the nature of a by-product of fuel oil, which is used also in merchant ships, munitions factories and other industrial plants.

As gasoline cannot be stored in large quantities because of lack of storage facilities and inability to build additional storage tanks at this time, and as it is impossible to ship more gasoline abroad than is now being forwarded to Europe, it is evident that in the present coal shortage and railroad congestion every effort should be made to utilize motor trucks and passenger automobiles for hauling merchandise and carrying passengers on utilitarian errands. The gasoline situation in this country is not to be compared with that in Europe. England and France are almost entirely dependent upon imports of petroleum products and the ability to import is limited by lack of ships. It is for this reason that the use of motor cars for private use has had to be suspended. America, on the contrary, is the world's largest oil-producing country and is unable to export more than one-quarter of its gasoline production. To the extent that gasoline, kerosene and fuel oil are used for power purposes the supply of coal is conserved.

## Congresswoman Says No U.S. Fuel Shortage

Miss Rankin, Member From  
Montana, Is Strong For  
The Automobile

"Instead of curtailing the use of motor cars of every description as has been the need in France and England, in order to conserve the meager supply of gasoline, American car and truck owners will be doing the country a large service in the present passenger and freight congestion by using their machines to the fullest extent for the relief of the congestion," said Miss Jeannette Rankin, the first woman ever to sit as a regular member of the House of Representatives, in a recent

lecture before the Woman's Club of Worcester, Mass.

"The lady from Montana," who saw Worcester from the tonneau of a Studebaker Six, added: "The automobile today is not a luxury. There are no pleasure cars nowadays. They are all passenger cars, and as such they become necessity cars. We can't get along without the motor car now any more than we can get along without the telephone. The passenger car of today has lifted mighty burdens from the shoulders of the railroads and I predict that the automobile is destined to play an even more important role in the solving of the nation's transportation problems.

"The gasoline shortage in this country at the present time is not correctly understood, according to information which I have gathered in Washington. The situation which threatened last summer to result in a shortage has changed radically. Gasoline economy, due to the campaign recently encour-

aged by the government Bureau of Mines, the drilling of new oil wells, decreased use of gas during these last winter months and lack of shipping facilities to export to Europe, have all combined to cause consumption to fall considerably below production.

"Don't let anybody tell you that there isn't any gasoline; there is. There's a lot more where the present supply comes from, and when that is gone we are going to manufacture gas out of ore in Montana. But that's another story."

## EXHAUST GAS KILLS TIRES

Tires should not be inflated with exhaust from the engine. Oil and certain gases are destructive to rubber. This, of course, does not mean that the use of air pumps operated by power from the engine is harmful to tires.—*Milestones.*

## More Than 200 Models Building Better In Motor Handbook Than They Knew

More than two hundred models of leading American motor cars and trucks for the 1918 season are illustrated in the new edition of the Handbook of Automobiles, just issued by the National Automobile Chamber of Commerce, 7 East Forty-second Street, New York. This is the fifteenth annual handbook of the American industry.

Specifications are in tabular form and follow a uniform arrangement for ready reference and comparison. Copies of the handbook are supplied at the nominal price of 25 cents, to cover cost of printing and mailing.

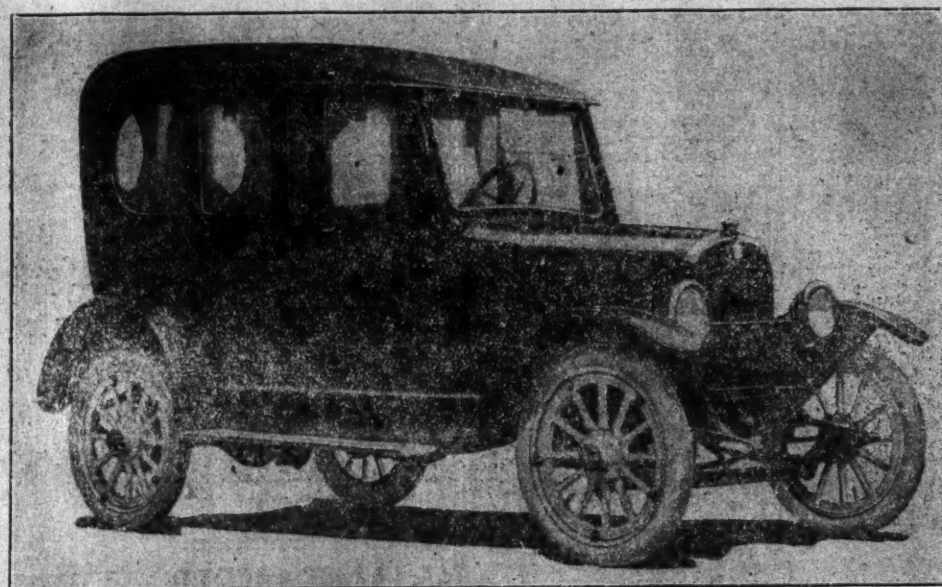
"Only the other day," said a veteran New York automobile man, "I saw on the street a 1909 — car, doing duty as a taxicab, and it occurred to me that just about the time that car was first brought out we in the automobile business were meeting at banquets and making, as well as listening to, speeches about foreign cars and saying then that the stuff we were building was all right, but of course wouldn't last along with the imported machines. 'Although we didn't know it, we weren't building one-year' cars at all, and the machine I saw the other day is just one proof of it. The country is full of old cars still running along and doing good service. It has taken us a

long time to realize that we always put good stuff into those old machines."

## 1918 Tire Business Will Roll High

Rubber men predict that the value of the automobile tire output of the United States for 1918 will exceed \$600,000,000. They argue that even if the normal increase in new cars is only half as great as that of last year, and one of every five cars now in use withdrawn, the number of tires needed will still be in excess of 1917. More than 75 percent of this business will be divided among four or five big companies.

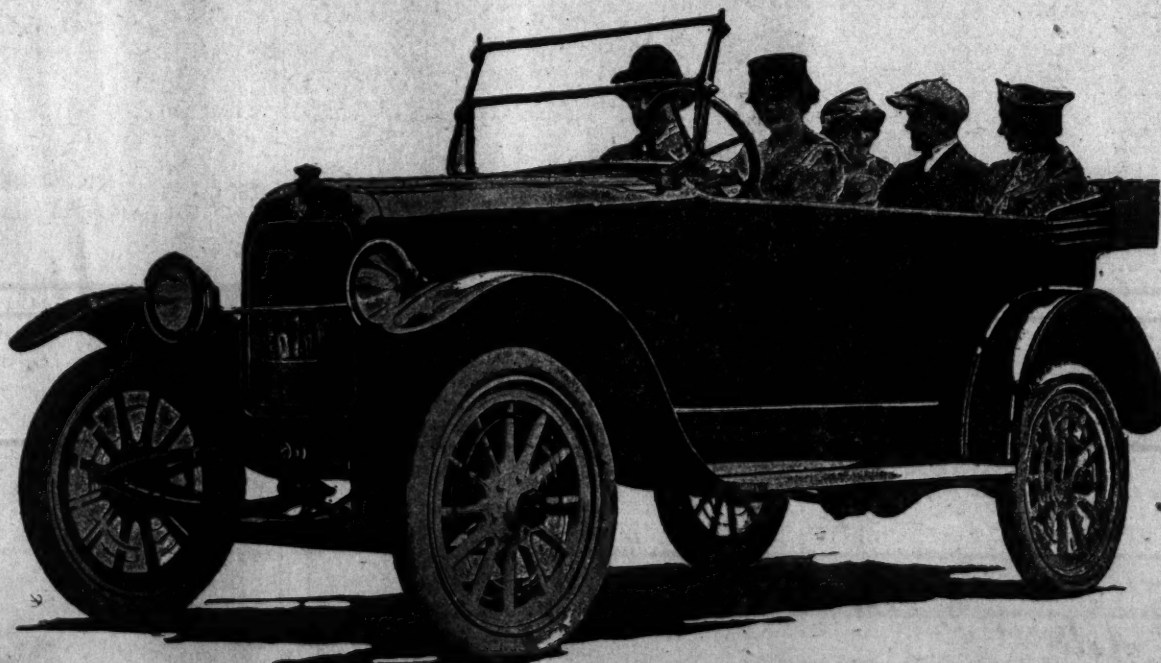
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## Looking Ahead For The Ideal Motor Car Fuel

Expert Tells Of Progress Made Toward Perfection Of Kerosene Using Devices

By Walter Shields

Though there is no gasoline shortage, nor is one contemplated, manufacturers, designers and users of vehicles are giving the fuel question more study than ever in the hope of finding a cheaper fuel than gasoline. To the average passenger car owner the cost of gasoline is a fairly large item, but it does not increase by a great deal with a cent or two rise in cost per gallon of fuel. Nevertheless if the same results can be had with a fuel costing one-third less than that fuel will receive worldwide recognition. At this moment Canada is having a fuel problem which may lead to the restriction of the use of gasoline for everything but war work vehicles, hence there will spring up in that country a very sharp demand for kerosene using devices. More attention has been given to the use of kerosene than to any other fuel which might take the place of gasoline. There is nothing new in this desire to use kerosene. Certain periods in automobile history each had their "kerosene era." At this moment, however, there are devices which handle this fuel so well that it compares very favorably with gasoline in every respect except in starting, when gasoline has to be used. This has been one drawback to the use of kerosene, for in every case an auxiliary tank is necessary to feed gasoline for starting. I know of no instance where this is not essential to the system. But if an appreciable saving can be made there is no reason why the auxiliary tank should interfere, especially so if the driver fills it at stated intervals so there will be no chance of trouble ensuing on the road.

There is nothing remarkable in the design of the average kerosene using outfit; indeed, some of them are so poorly designed that they carburetor the fuel only under certain favorable conditions. Others have been worked out to a pretty fine degree so as to give good results under all average conditions. I have driven cars fitted with kerosene devices of different sorts and find that in the best designs there may be a slight tendency to load and an inclination to "hold back" a bit on acceleration. I hardly believe that the average driver would know the difference between a car driven by gasoline and one using a good kerosene outfit. I include winter running, and even operation in temperatures as low as 5 below zero.

Unless the device thoroughly vaporizes or gasifies (preferably the latter) the fuel it will fall, not so much from performance as from its effect on the engine in other ways. First of all, any liquid fuel (unburned fuel) in the combustion chamber will eventually get into the crankcase and thin the oil, destroy its lubricating qualities and do enough damage to offset the saving made by using kerosene. Secondly, the carbon deposit will be greater, which means trouble, which most owners are familiar with. Some devices cannot handle the fuel without resorting to the use of a water feeding device to prevent overheating, which adds further complication to cost. It should be remembered, however, that there are some devices on the market which avoid most or all of these troubles. Where the maker of the carburetor or device knows that overheating will result he usually recommends that the compression be reduced, which in most cases calls for a blocking up of the cylinders or the head so as to increase the size of the combustion space.

In one of the recent kerosene carburetors which does not depend solely upon heat for its work there is the specially formed venturi, whereby the kerosene is fed through a groove surrounding the smallest diameter of the venturi. It is claimed that this construction produces a destructive eddy at this point, by means of which the fuel is atomized into a very fine floating fog. The instrument also embodies a preheater, which surrounds the kerosene fuel inlets and jets. Through this preheating and with the eddy atomizing effect, it is stated, the fog produced is nearly a burning gas. By the use of two venturi and two jets, one for low speed and one for high, it is possible to get a very high speed through the venturi at low engine speeds, adding to the breaking up effect of the specially designed venturi. The carburetor has only one float chamber, but by the use of a three-way valve gasoline is admitted for starting. To insure a perfect mixture a fixed or non-adjustable jet is used, eliminating the possibility of mistakes in adjustment, the exact proportion of kerosene being adjusted automatically by the specially designed venturi.

In some of the earlier designs very little modification was used, it being thought that a preheating was sufficient. In most of these two float bowls were used, one for gasoline and another for kerosene, the latter fuel being heated. Like some of the special manifolds now in use, these devices handled the fuel only with a degree of success depending on conditions. In order to use kerosene the fuel must either be thoroughly atomized or gasified and kept so until it explodes, and this is what is done in all cases. It is quite easy to heat kerosene and make it more volatile, but to gasify it to just the right degree and keep it so is not so easy. Much trouble has been encountered by heating the mixture of kerosene and air too much, so that the volumetric efficiency of the engine was reduced and the power naturally fell off. Where the fuel is gasified and a predetermined correct temperature kept constant the device usually works well.

In one of the recent good designs the kerosene with a volume of 100 cc. is fed over a series of flat exhaust heated

surfaces after it leaves the carburetor. The transfer of heat from the surfaces to the mixture is such that it remains about constant per unit of volume of mixture. This device might be considered to be a box with a series of narrow compartments, one above the other. Alternate compartments carry fuel, the others exhaust gas. The flow of exhaust gas naturally increases as the speed of the engine, and so does the flow of fuel mixture. The designer has calculated the area needed for a given engine to get the correct heat transfer throughout the practical range of the engine. Made of the proper materials no trouble is had from the narrow compartments collapsing, and since there is a safety valve in the line there is no danger from a backfire extending to the device. This design, like a lot others, is based on the gasification of the fuel and the maintenance of the gasified state. If the inlet manifold happens to be a very long one the mixture will be cooled slightly, but hardly enough to liquefy any great portion of the fuel. It can readily be seen that the compartment idea is much the same as a radiator, where the air flowing through the spaces cools the water in the tubes or cells. Gasoline is necessary for starting, as it is in other kerosene equipment.

One of the very recent designs provides a primary mixture which is made too rich for combustion. The mixture is passed through a coil of thin wall tubing which is in constant contact with exhaust gas, and from the tube it is passed to the mixing chamber of the carburetor, where more air is added. The mixture to the correct degree. The tube is said to reach a temperature of 500 degrees, but this is controllable.

In addition to the basic designs mentioned there are various special manifolds, most of them designed for Ford cars. Where these manifolds are claimed to handle kerosene successfully and with the same freedom as gasoline there is a little exaggeration, but there is no doubt about their ability to give better performance and economy with present day gasoline. These manifolds are simply special designs which heat the mixture by means of contact with an exhaust heated surface. Usually the exhaust and inlet manifolds are cast integrally.

### White And Crane To Refine Liberty Engine

Another service rendered to the country by the automobile industry is in connection with the work of refining and improving the Liberty engine. The two members of the supervisory committee whose names have been made known are D. McCall White, vice-president of the Cadillac Motor Car Company, and Henry M. Crane, vice-president of the Crane-Simplex Company, both designing engineers of international reputation. A third member of the committee will be named by these two.

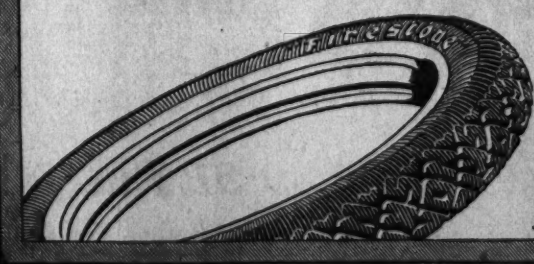
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## 435,000 Trucks Serving In U. S. Transportation

Three times the freight tonnage handled yearly on the Great Lakes could be added to the transportation done by motor trucks simply through operating them at average capacity. There are 435,000 motor trucks in use in the United States, with an average capacity of 2.6 tons. If each truck hauled 25% more, the increase in truck tonnage would amount to \$39,300,000 tons a year.

"To overload is bad for the truck; to underload is bad for the owner," the engineers say.

"To determine average motor truck efficiency we recently conducted an interesting analysis of actual truck transportation," says E. E. Chamberlain, truck sales manager of the Packard Motor Car Company. "A checker was stationed at a busy corner in Detroit for two hours, to note the average truck load passing."

"During the two hours' observation, an even 100 trucks were checked. Of these, 46 were empty, 30 carried partial loads, and 24 were loaded to capacity. This shows an average operating efficiency of only 37 per cent. "Though carrying full loads at all times is a goal quite out of reach of most truck owners, today's transportation needs demand better planning. It is reasonable to expect that improved hauling methods, co-operative delivery, better adaptation of units to their work, and more dependable units could increase present efficiency by at least one-fourth."

## Autos Represented In Foreign Trade Convention Now On

President Wilson's proclamation regulating foreign trade in the interests of war trade between America and her allies has called the attention of the country at large to the fact that American manufacturers have built up a sizeable foreign business to regulate. There is now a two billion dollar trade yearly with South America and with Asia, almost entirely in piece goods.

The problems attaching to this commerce will be the subjects of consideration at the fifth national foreign trade convention to be held in Cincinnati, April 18, 19 and 20, under the auspices of the National Foreign Trade Council. The main theme of the convention will be "The part of foreign trade in winning the war."

Among the great industries of the country interested in the meeting is the automobile industry, which is carrying American-made cars and trucks into every country of the world—excepting the Central Powers, of course—at an increasingly brisk rate. Incidentally, it is aiding less widely-organized American industries to get a foothold abroad, because of the generally high reputation which the automobiles and trucks have earned in the world market.

The representative of the Packard Motor Car Company in the convention will be Fred Cardway, manager of export department. Mr. Cardway returned last summer from an extensive trip through the West Indies and South America, preliminary to the organization on its present lines of the Packard's export department.

## The Automobile As An Investment

J. N. Willys, Overland Head, Cites One Case In Point

The "Time Maker" is the title of a recent article appearing in Collier's by John N. Willys, president of the Willys-Overland, Inc.

It deals with the many ways in which the automobile has become an essential factor in the everyday life of the workaday world. One interesting phase gives the history of one car which shows some of the many valuable uses to which the automobile may be put.

"A story was told the other day of a single used car," writes Mr. Willys. "It is the story of some thousands of these million and a half city cars. In April a certain company sold a car for \$700. The buyer used it three full seasons, then sold it for \$350. Within that time it covered 17,643 miles. The owner's total operating expense, including gasoline, oil, tires, insurance, incidentals, and one overhauling bill, amounted to \$1,500; depreciation was \$350; interest on his money at 6 per cent for three years was \$126; a total cost of \$1,976—an average of 11.2 cents per mile. The car was used between the owner's city home and his country home, a distance of 110 miles. Its capacity was five passengers. In addition it carried household goods of all kinds, food, plants, seeds, implements, etc. All told the freight and express costs on its annual load of merchandise would have run into hundreds of dollars."

## Oil Production Has Been On Vast Scale

The year 1917 has been the most prosperous year in the history of the big American oil companies. In the last few months the oil producing companies have produced crude oil at the rate of 1,000,000 barrels a day—the best record ever made. The country's refining capacity of 1,250,000 barrels a day has been increased to meet the greater demand.

## Packard For Efficiency In War Time Service

In line with its general plan to promote war-time efficiency throughout its organization, the Packard Motor Car Company is encouraging, through the medium of a service efficiency contest, a still higher standard of service on cars and trucks.

The points on which dealers' service establishments are advanced in rating include mechanical equipment, technical staff, stock of parts and system of stock-keeping, and the spirit in which the service is rendered to the owner.

A particular effort has been made to demonstrate to service managers the value of special tools that save time in the making of repairs. Improved equipment of this character means better work as well as money saved to the car or truck owner. One operation that used to take from three to six hours has been cut by a special tool to less than two hours. Labor saving equipment is especially important when skilled mechanics are in great demand for war work.

In the matter of staff, the Packard is encouraging its dealers to advance their interested and capable men. Stocks of parts have been increased appreciably in many points and systems of stock-keeping calculated to facilitate the filling of orders on demand have been installed or improved.

Under the spirit of service to owner, Packard officials are emphasizing courtesy, uniform treatment, and reasonable price for good work done promptly.

## Tire Sizes Are Marked In Metric Figures, Too

The Goodyear and United States Tire companies are marking tires in metric sizes as well as in inches, the underlying idea being that with so many tires going abroad it is necessary to show the metric size, as American markings mean nothing to the Continental user. Another consideration is that it appears inevitable that with closer relations between the peoples of European countries and those of the United

States an agreement upon standards will come, and the chances are that the metric system will prevail. It has been legal in the United States since 1866, but not extensively used. American tire sizes are shown by the outside diameter and the cross section diameter. Metric sizes are determined by the size of the rim and the cross section diameter. For instance, a 30 by 3 1/2 tire in metric terms becomes a 90-585, meaning a cross section diameter of 90 millimeters (about 25 mm. to the inch) to fit a rim of 585 millimeters.

## Test Fleet Operating On Southern Roads

The tire testing fleet of the Goodrich company, now in the South, will cover approximately 150,000 miles of roads south of the Mason and Dixon line during the next three months. The South this year is going to use the motor truck on a scale more extensive perhaps than any

other section of the country. The railroads are crowded with supplies for troops in Southern cantonments, and producers on whom the North must depend for early vegetables and fruits must resort to other means of transportation. The motor truck has been their selection.

These they have been buying in large quantities. Difficulties arise, though, in roads and road conditions. It is necessary, then, that some agency take the field and gather data that will be of aid to producers. This the Goodrich has undertaken.

Every town and city along the line of travel will be informed of the condition of the lanes and highways, the weaknesses and commendable features thereof, and the best mode of travel between farms and the nearest point of distribution and shipment. Farmers also will be instructed on the upkeep of their tires. Last year's waste in this motor car accessory alone is estimated by competent authorities at upward of \$100,000,000.

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**150,000 Last Year!**

— the enormous annual output of Overland motor cars!

Many thousands of them went to all parts of the world. The Overland is indeed the international motor car, because it is made on a scale which permits a value unapproached!

Appearance, performance, comfort, service, price—all these essentials of the ideal motor car—are distinct Overland advantages.

For instance, note the "85-Four" shown here. A car of great power, but so simple to operate that a child can drive it. Sturdy, dependable, so satisfactory that it has won the enthusiasm of everyone who ever owned one.

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It's the ideal car for the owner—driver

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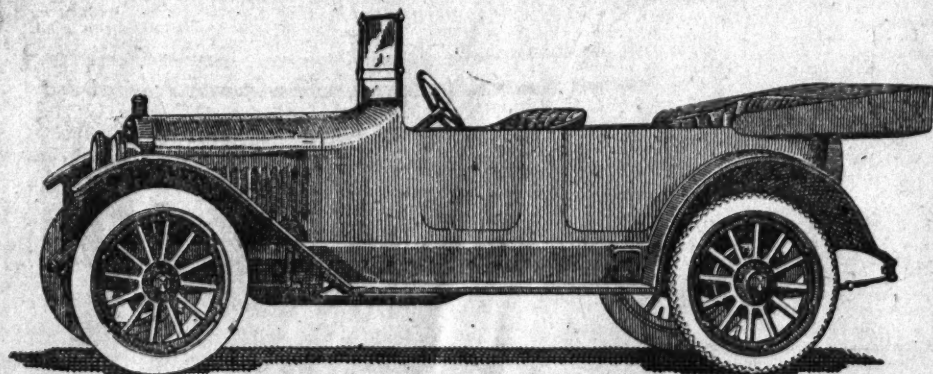
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## Did You Know There Are 102 Bearings in a Six Engine?

Expert Tells Where They Are Placed and What Duties They Perform

By H. Clifford Brokaw

Have you lost your bearings? This query has nothing to do with the road map, but with a very much more essential element for the autoist. Ever stop to count up how many bearings there are about your car? If you haven't counted, you are likely to be surprised when you check up the several hundred bearing points of the modern automobile.

A bearing is a support for a moving member, so designed as to minimize friction and receive wear and to permit of fine adjustment. There are many types of bearings, some in which the metals are selected with the idea of obtaining strength rather than non-friction qualities. Others have strong metal shells lined with a comparatively soft non-friction metal. In these bearings moving members slide over each other.

In addition to this we have the so-called anti-friction bearings, in which balls or straight, taper or helical rollers are used, giving a rolling rather than a sliding contact.

In the average six-cylinder engine alone there are 102 bearings. Some have more than double the number. There are, for instance, the following:

### 102 Bearings in Engine

Six cylinder, six wrist pin, six crank pin and four main bearings, all of considerable size; three cam shaft, twelve cam, twelve push rod, twelve valve stem, two fan, two water pump, three oil pump, eight ignition, six spark control, six carburetor control, six carburetor, four self-starter and four self-starter linkage bearings.

You did not think the first named was a bearing, did you? The cylinder and piston are not generally termed bearings, yet when you reflect on it they are the largest in the engine. Both parts are usually of cast iron, which gives comparatively long wear and in which the friction is not great if they are well lubricated. When wear does occur at this point, it is necessary to rebore the cylinder and have larger pistons fitted.

The wrist pin bearings usually are in the form of a bronze shell, called a bushing, surrounding the wrist pin. When wear occurs it is necessary to drive out the bushing and replace with a new one which fits.

The crank pin bearings are usually in halves, the metal being babbit or bronze, surrounded by a steel strap or casing. Adjustment for wear is made by taking out thin sheets of metal, called shims, which allow the halves to be brought closer together. The main crank shaft bearings are of the same type.

Cam shaft bearings usually are bushings which must be replaced when worn. Cam follower bearings may be simple flat plates resting directly upon the cam, or rollers running on a pin in the valve push rod. Wear usually is compensated for by adjusting screws on the push rods. The push rod guides are sometimes made of cast iron or other metal, with babbit or bronze shell in bushing form; they are to be replaced when worn.

### Bearings That Rarely Fail

Oil pump bearings being perfectly lubricated, since they run in oil, seldom or never require adjustment. The bearing may be a plunger working in a small cylinder, with one end bearing against a cam, or a pair of gears driven from the cam shaft.

All of the bearings considered so far are cared for by the lubricating system of the engine, which starts operations when the engine starts to run; so long as oil is kept in the engine they are quite certain to be taken care of, barring accidental stoppages of the oil lead. Now we come to others which require separate oiling by hand through squirt can or by turning a grease cup cap.

The fan bearings usually are of the ball type and lubricated with a squirt can. Being almost always of the cup and cone type, they are adjusted by tightening the cone. Water pump bearings are lubricated by compression grease cups. When worn badly it is necessary to drive out the bushings and replace them. Generally the shaft also will need replacing. When this shaft becomes worn out or round, no amount of tightening of the stuffing box will prevent water from leaking out.

The valve stem guides are sometimes bushings, but more usually are holes bored through the cylinder casting. In the former case, when wear occurs the bushing may be driven out and a new one, with new valve, installed. In the latter case the holes must be reamed true and larger and valves with larger stems be inserted.

In the ignition system ball bearings usually are employed, with or without means of adjustment. These are lubricated with an oil can or packed in grease. There is one bearing in the ignition system which is unique in that some manufacturers advise keeping it free of lubricating substance of any kind. This is the rocker arm of the interrupter on certain makes of magnetos. Other forms of interrupters are so constructed that lubrication is advisable.

The carburetor air valve bearing operates better if not lubricated. It does wear and needs replacing at times. The throttle bearings may be lubricated. They would certainly wear longer if this were done, but it seldom is. When they do wear air is admitted, which is noticeable at low engine speed, causing skipping and irregular running. Then the holes in the casting must be enlarged and a larger shaft inserted.

Throttle and spark control linkage have a number of bearings, which may be of the steel ball and socket type, or a wire bent to fit in an eye. These pins should be lubricated frequently with a squirt can. Usually they are not adjustable, so that

parts must be replaced when they are badly worn.

### Ball Bearings in Motor

The self-starter motor and generator usually are equipped with ball bearings and are lubricated with a squirt can. Both the motor and generator have a copper commutator on which carbon brushes bear. These are not bearings, strictly speaking, but they do require a very slight trace of oil if the brushes have not been soaked in oil. The commutator becomes worn occasionally and must be smoothed up with fine sandpaper, or, if badly worn, must be removed and trued in a lathe.

The other principal bearings throughout the car are usually of ball or roller type, which sometimes are not adjustable. Usually full instructions for the care and replacement are given in the manufacturer's instruction book, which should be studied and followed explicitly.

In the steering gear there is a plain bronze bearing or bushing in which the shaft is set out of center, so that when wear occurs by twisting the bushing the sector of the steering gear may be thrown deeper into mesh with the worn and take up the play.

In the transmission gear, in which all other bearings are of the ball or roller type, there will often be found a plain bearing on the forward end of the square or fluted shaft, called the pilot shaft bearing. This is one weak point in many otherwise satisfactory transmissions. When this bearing wears the operation becomes noisy and the gears are difficult to shift. The transmission must be disassembled, the bushing withdrawn and a new one pressed in.

The steering gear linkage bearings are usually of the ball and socket type, self-adjusting by means of springs. Steering knuckle bearings are usually bushing which may be driven out and replaced when wear occurs. It usually is necessary to replace the pins at the same time.

The universal joints of the propeller shaft become very noisy when the bearings are worn. In modern construction these bearings are in the form of bushings which may be replaced at small expense. The brake linkage has many bearings, which are clevis and pin. These are non-adjustable, and, unfortunately, are not often lubricated. When wear occurs the holes may be drilled larger and larger pins inserted, or the parts may be replaced entirely.

Of course, there are scores of other bearings in other parts of the chassis that with ordinary care last the life of the car. The lubrication and adjustment are usually given in detail in the manufacturer's book of instructions and need no special caution other than to advise following what is there printed.

### Selling Used Cars

#### At New Car Prices

Out on the Pacific Coast second-hand cars are selling almost at their list when new. This is because new cars are scarce. It isn't possible to serve the Pacific Coast by driveaways from the factories as it is the East. Freight car shortage has done the rest.

## HUDSON'S RACING TEAM SCATTERED BY THE WAR

Famous Speed Kings Who Set Up Record Now Mostly In Government Service

Automobile racing has been discontinued in America until after the war. The skilled pilots and dashing dare devils, who have thrilled thousands with their exploits on the track during the past season are now with few exceptions devoting their efforts to winning the war.

The famous racing crew of the Hudson Motor Car Company is scattered; some in cantonments and on aviation fields and not a few in overseas service.

Back in a secluded corner of the great Hudson factory stands a racing car, shrouded in canvas, ghost-like in its appearance—a mute, shackled champion, Hudson, like all others interested in racing, discontinued their efforts some time ago, even before the official season closed, but not until they had earned new laurels and established wonderful records for endurance.

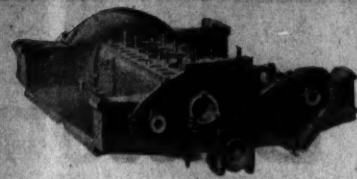
One year ago Hudson, the holder of many famous records, including the great transcontinental run from San Francisco to New York and back in 10 days and 21 hours, set out to establish speed records on the racing tracks, not because Hudson was a builder of racing cars, nor had ambitions to be, but to prove supreme endurance. And the Super Six was entered in competition with some of the fastest racing cars ever built.

Special racing cars, embodying the same principles of the regulation stock cars, were built. Few expected Hudson to make any showing the first year. But in nine championship races twenty-two entries were made, and every Hudson special save one finished within the money, and an accident forced that car out.

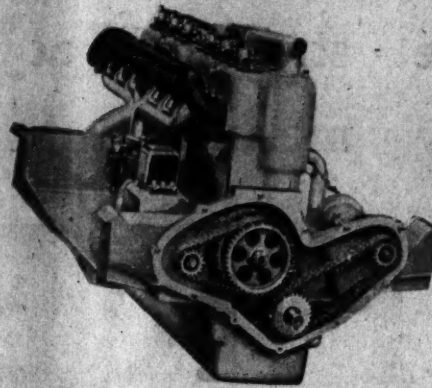
Hudson specials won first in four events, second in six, third in two, fourth in three and sixth, seventh and eighth in one each.

At Chicago on June 16 the Hudson special established the American speedway record for 150 and 200 miles at an average of 104 miles an hour. With the realization that while few people would want to drive a car at 104 miles an hour, Hudson had the satisfaction in knowing that the Super Six could do it if necessary.

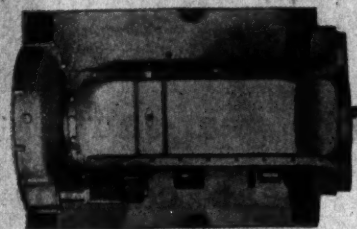
Hudson went in to prove endurance, and proved it to the satisfaction of all.



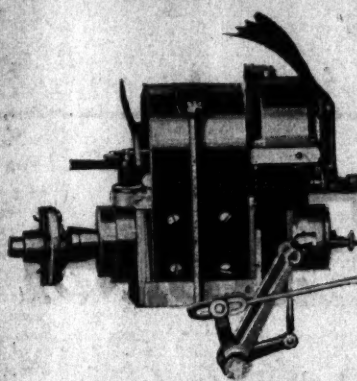
Chandler Cast Aluminum Crank Case



Marvelous Chandler Motor with Silent Chain Drive for Motor Shafts



Under-Side of Chandler Cast Aluminum Crank Case



Bosch High-Tension Magneto

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### No. 2.—Silent chains for driving Motor shafts.

Chandler, Packard, Winton, Mercer, Cadillac.

### No. 3.—Annular ball bearing transmission.

Chandler, Packard, Pierce-Arrow, Locomobile, Winton, White, Stutz, Mercer, Cadillac.

### No. 4.—Annular ball bearing differential.

Chandler, Packard, Pierce-Arrow, Locomobile, White, Stutz.

### No. 5.—Annular ball bearings for rear wheels.

Chandler, Packard, Locomobile, White, Stutz, Mercer.

### No. 6.—High tension magneto ignition Bosch.

Chandler, Pierce-Arrow, Locomobile, Winton, White, Stutz, Mercer.

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Coupe (four passenger) .....	" 2800.00
Limousine (seven passenger) .....	" 3800.00

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JOIE RAY AT TOP  
AMONG MILERSPerformance At Latest Games  
Remarkable Still Far  
From His Limit

By Frank O'Neil

New York, March 11.—Joe Ray is supreme in the ranks of the mile runners. He settled any faint lingering doubt of his ability to go out and beat the best at the distance by his performance in the Meadowbrook games in Philadelphia on Saturday night, and athletic experts are wondering just when he will arrive at the limit of his wonderful speed and endurance. Ray is entered in the 1,600-yard run at the senior national championships, and Melvin Sheppard's world's record of 2:12 3/4 for the distance is in grave danger.

Ray ran his mile at Philadelphia in 4:17 4/5, which was equal to 4:16 1/2 at least over a fast track. The course at the 50th Regiment Armory is so small that he hardly had a chance to straighten out after rounding one turn when he had to make another. A field of five runners clustered in the track.

Eddie Fall, the Oberlin champion, was expected to force Ray to the extreme limit. Eddie's mile in 4:16 has made a profound impression on athletic circles, and he is expected to run around that time any time he goes out. He found the task of downing Ray just a bit beyond his capabilities, although he ran gamely all well. It may be said for Fall that he did not have sufficient time to condition himself for a race against the Illinois champion.

Ray won at his own convenience. He was always close to the lead, forcing the pace at various times to apprise himself of the condition of his rivals. When he satisfied himself that he had the situation well in hand he settled back and waited for the final lap and then made a whirlwind finish.

On the return trip from the Quaker City one runner said: "Ray is far from reaching his limit. I think that he will not only beat Overton's time indoors, but if pushed sufficiently out of doors will turn out a mile around 4:12. Watch his race; You have never seen him in dire distress at the end of a race. He can make a sprint in the middle stages of a mile that would break the heart of an ordinary man. Ray, however, begins to recuperate immediately, and is ready to respond to any effort his rivals may make."

"His physique aids him in this. He has a chest like a barrel, and wonderful lung capacity. When he begins to put on top speed he takes his chest out a yard or so and his bellows do the work for him. He is built for the sport, and you may call me no prophet if he fails in his assault on the present standards."

There is much virtue in the statement of the runner who gave his view of Ray. The Illinois man is wonderfully built for running, and his chest development is quite unusual. He is strong as an ox, and there can be no question of his courage. We hope that the field that will face the stars on Saturday will carry him along at a hurricane pace in the early stages of the race and make him show all he has.

Inter-Company Golf  
At Kiangwan TodayShanghai Scottish Co. Golfers  
Clash With 'A' Company  
Morning And Afternoon

The Shanghai Scottish, B.V.C. golfers will clash with 'A' Company, British, today at the Kiangwan links. The match will be played under club handicap rules.

This morning singles will be played, while football tournaments are scheduled for this afternoon.

The competitors follow:  
Shanghai Scottish, "A" Co. (British)

Rgt. Porter	Lt.-Col. Godfrey
Pte. Burdell	Pte. Gray
Pte. Farrier	Pte. Blackburn
Pte. Macgregor	Pte. Pinkerton
Pte. Macphail	Pte. Brook
Pte. C. Thomson	Pte. Gray

Pte. Leslie	Pte. F. Sullivan
Rgt. Wilson	Pte. Brown

Chf. Hutchinson	Pte. Barnett
Lt.-Col. Gordon	Lt.-Col. Cooke

Pte. Smart	Pte. Hutchart
Pte. Stodart	Pte. Love

Land. Campbell	Capt. Hillings
Pte. Young	Pte. Higgs

Pte. Scott	Cpl. May
Pte. Martin	Pte. Garner

Pte. Macdonald	Pte. Baker
Pte. Hutchinson	Pte. Tangley

Pte. N. P. Thompson	Pte. Ashcroft
Pte. Park	Pte. Hooley

Handicap Competition OR

The championship competition scheduled for today at the Kiangwan Golf Club has been postponed.

Trump Leads As  
Test At Auction(Continued from Page 1)  
One table went into action, the other was already won four tricks. Dummy won the game.

One table went into action, the other was already won four tricks. Dummy won the game. The defence of the lead of the fourth club by trumping the trick with the ace, discarding the spade from dummy. Then he led three rounds of diamonds, ruffing the third round and setting up the suit.

By leading the high trump from his own hand and keeping dummy's queen to win the third round Z made that all important trump a reentry for the diamonds and went game on the hand with four odd.

There is another example of ruffing out a suit before exhausting the trumps, one trump lead being made only for purposes of reentry:

H—A 2 2	H—K 10 7
C—Q 7	C—K 8
D—K Q 4 3 2	D—10 5 4 4
S—A 7 6	S—A—10 5 2 2

H—A 2 2	H—K 10 7
C—Q 7	C—K 8
D—K Q 4 3 2	D—10 5 4 4
S—A 7 6	S—A—10 5 2 2

H—A 2 2	H—K 10 7
C—Q 7	C—K 8
D—K Q 4 3 2	D—10 5 4 4
S—A 7 6	S—A—10 5 2 2

Z got the contract at hearts and A led the club. When dummy made the mistake of putting on the queen second hand he lost all hope of going game at once. It is astonishing how few players seem to know that with seven and one second hand the queen should always be played if the ace is in the fourth hand but should never be played if the ten is with the ace.

If the cards are laid out it will be found impossible to prevent the play of the queen and ten in one hand, ten small in the other, from winning two tricks in the suit if he does not play the queen second hand. Under how the king, jack and nine are distributed.

On the other hand, if the ten is out with the ace the better chance is to play the queen second hand as it may hold the trick. If the king is on the right, the queen is lost, and if not, anything would have been the ace if the queen was held up and the queen would be equally lost.

Playing the situation correctly, a small card from dummy on the first and second, Z won the king with the ace. Now see how differently the hand was managed, according to the position of the player who held 23 cards.

At one table he went right back with the small club, made the queen and led a trump, discarding the ace. The third club gave dummy a ruff, but it over-dropped with the ten, and a spade.

Although Z caught the king of trumps by letting Y win the spade and come through with a trump, he never made a single trick in diamonds besides A put the ace right on second hand and returned his partner's spade suit. It is not until A leads a club and Z wins one two tricks, so that when after starting out with the correct play on the first club trick he stops at three by cards.

When one of the cracks got this hand he also won the first club trick with the ace, but instead of returning that suit and playing to ruff dummy he led the diamond, holding the ace back second hand. A passed and the queen won.

A small diamond from dummy and Z trumped. Then he utilized that club queen to get dummy in again and led another small diamond, dropping the ace and trumping the trick at the same time. Now the diamonds are set.

Instead of wasting the ace of spades to put dummy in for a trump finesse, Z boldly let the trump—eight out, ace and then queen. Now it does not matter what B leads, Z must make five odd.

If B leads the trump to knock the jack and nine together dummy gets in with the spade to make two tricks in diamonds and Z loses a spade trick at the end.

If B leads the spade Y gets in and leads the diamond, and if B trumps Z overtrumps and Y can trump the club and make the last diamond, with the same result.

If B leads the diamond Z gets a spade discard and comes through B with another diamond and still has the nine of trumps in reserve if B ruffs and Z over-trumps, so that Z makes five odd against any defence.

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GOLF A TONI FOR  
BRAND WHITLOCKNoted Statesman Found Time  
In Belgium To Try Out  
Spoon Sent Him By Post

By John O. Anderson

New York, March 10.—I read with much interest the other day the statement from Brand Whitlock in which he was quoted as follows: "Don't let the young men neglect their games altogether." This was in a note to the president of the Inverness Golf Club at Toledo, Ohio, of which club Mr. Whitlock is an honorary member.

Doubtless the writer of these words had in mind the game of golf as well as other sports, for he long has been a devotee of the game. James M. McInnes, but in former years at Toledo, some time ago received from Mr. Whitlock, while the latter was in Belgium, a letter with words brooding of showing the love for the game and the regard in which Mr. Whitlock held his former teacher. The letter is as follows:

"It was a charming act of friendship on your part to send me that beautiful spoon. The spoon, you know, Mr. Whitlock, arrived bearing it. It made me very happy, not only because the possession of one of your clubs makes my game easier and more pleasant, but because I thought it so very charming of you to have remembered me in the same way. I thank you for it with all my heart."

Well, heavy turf in Belgium.

"Conditions here, as you can imagine, are not altogether conducive to a very good game. At this time and I am extremely sorry always, but I have tried it with excellent results. I have found the thing to be very good, but I am sure that if I had the club that were brought me, I should have been able to play much better. I have tried it with excellent results. I have found the thing to be very good, but I am sure that if I had the club that were brought me, I should have been able to play much better."

"I wish I might have in Belgium a few weeks with you. I have never played as well as I would like to, and I should have been able to play much better. I have tried it with excellent results. I have found the thing to be very good, but I am sure that if I had the club that were brought me, I should have been able to play much better."

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Whitlock, when the ball shall come for action.

More Of Whitlock's Story

Very little has been written in the way of reminiscences concerning the victory of Brand Whitlock at Inverness against the top golfing stars Vardon and Ray. There are said to be a few old incidents which have not lost their freshness of five years and their telling may be of interest to golfers.

The matter of wagers and the odds were talked over again and again before the round, and finally the accepted terms were these: It was 10 to 1 that one of the Brothers would win, and win by at least three strokes from Whitlock. To 3 that Whitlock would finish last in the play-off and Vardon was at even against the combined efforts of the other two.

One well known Boston newspaperman, a warm admirer of Whitlock, was told that the odds would be 10 to 1 that Whitlock would win the title last year. He was given 10 to 1 on the bet which was being passed round for a purse for Eddie Lowry, who was a favorite of his. With a part of the remainder he rushed to the golfers who had received the bet with which the last round was made and tried to secure it, but naturally tried in vain.

The men most disappointed that day must be the two golfers who played were Henry Leach and Bernard Darwin. The two British golf correspondents. During the play leading up to the final round it might be expected that these two chaps would have no feelings of disaster and their cables to their London journals were filled such day with confident news. It was a sharp reversal, which of the two golfers would win.

Spide Talk On Vardon

At various times during that memorable last round I fell in with both Leach and Darwin. The former was the more thoughtful. As he had after the play and the American showed signs of cracking, the British writer marvelled greatly at the manner in which the fourteen-year-old Harry Vardon showed two characters on the way to his great and old Leach explained.

"The strain has got to Harry. I've played him round for twenty years and never saw him smoke cigarettes in such a fashion. Usually it is his pipe which rattles, I fear he's done for now."

At the eleventh hole Ray blew up, as the saying is, and then it was that Darwin said, "I wouldn't have betted him for a hundred pounds. History is made today."

At the conclusion of the play Mr. Leach came to me and said: "Anderson, can you get a corner of a room for me and let me have a chance for an interview. I've got to leave for New York tonight and as I carry in the most famous story such as this leads every bit of local color obtainable."

The interview was had and the writer was very busy with the story of the great fight. The writer was very busy with the story of the great fight.

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as the great of the ball at the tenth hole and making for himself a victory over "Little" McInnes. Out in it was the matter. Whether the choice was a great or whether that McInnes must have taken a little for the fifth hole of his violent exertions, I know not, but at any rate the golfer crawled down and for ten minutes was unconscious.

He spent the rest of the day in the

stall of the clubhouse brooding the fact that some one had had to him about McInnes's 4 the 50 when the golfer was actually 4 for the night holes. And the strongest part of it all was that he had never seen McInnes at all in his life, but had become an admirer because of his great play and because he was interested.

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